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Cov. 1, pgs. 138, 138a, 139a

11/4/87 C6240-1

THE WEEKLY OF
BUSINESS AVIATION™

NOV 2 1987

Vol. 45 No. 18 | INTELLIGENCE | Page 137

CONGRESSIONAL FRUSTRATION over the slow pace of FAA rulemaking resulted in the Senate mandating specific dates for installation of TCAS II and Mode C encoding transponders in legislation reauthorizing the Aviation Trust Fund for another three years. Including such requirements in statute, rather than in FAA rules, makes it very difficult to change deadlines if unforeseen technical problems develop. A similar situation occurred when Congress set deadlines for use of emergency locator transmitters.

PIPER AIRCRAFT PRESIDENT M. Stuart Millar, citing his confidence in the company's 760 employes and expectations for improvements in the market, approved an across-the-board 10 percent wage increase for all employes that went into effect last month.

FEDERAL AVIATION ADMINISTRATION has extended until Jan. 1 the deadline for pilots to report required information on drunk driving and certain other serious driving offenses on their medical certificate applications. FAA said it will not take enforcement action against pilots who previously falsified such information if they correct the record by Jan. 1. FAA promises "to intensify its enforcement action in falsification cases involving traffic convictions" beginning next year.

MEMBERS of the International Association of Machinists were scheduled to vote over the weekend on a new labor agreement with Gates Learjet Corp. The IAM represents about 790 of Learjet's 1,300 employes in Wichita.

SENATE PASSES REAUTHORIZATION BILL REQUIRING TCAS, MODE C USE

The Senate approved the Airport and Airway Capacity Expansion Act last week 96-1, which reauthorizes FAA programs utilizing the Aviation Trust Fund and mandates new equipment requirements for airline and general aviation operators. The bill, S.1184, authorizes $15.6 billion for aviation programs over three years including: $5.1 billion for both the Airport Improvement Program and FAA operations; $4.75 billion for facilities and equipment; and $625 million for research, engineering, and development. Bill also includes a four-year trigger tax through the end of calendar year 1991. At the beginning of the fourth year, if the unobligated Aviation Trust Fund balance is more than $3 billion, user taxes will be cut by 50 percent.

Included in the final bill is an amendment sponsored by Commerce Committee Chairman Ernest Hollings (D-S.C.), which requires the installation of Traffic Alert and Collision Avoidance System (TCAS) II in aircraft with more than 20 seats. Amendment mandates the certification of TCAS II within 18 months and installation in all affected aircraft 30 months later. In his amendment, Hollings said the TCAS system "promises to reduce the threat to life caused by midair collisions, particularly collisions between general aviation aircraft and commercial aircraft."

Amendment also requires the use of Mode C altitude encoding transponders on all aircraft operating within Terminal Control Areas (TCAs) and Airport Radar Service Areas (ARSAs). Hollings said Mode C transponders are necessary because "we are now seeing aircraft flying into these congested air corridors with no warning and no accountability." Amendment requires FAA to complete

(Continued on the following page)

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SENATE (Cont.)

a Mode C rulemaking within six months of enactment of the bill. That FAA rule "shall require the installation and use of such transponders not later than 24 months after the date of enactment" of the legislation. Hollings said the two and one-half year time frame is "reasonable and feasible...this is a safety issue, not a monetary issue. The Mode C transponders cost approximately $2,000, including installation...a small price to pay for those who fly private aircraft to these busy airports."

Other amendments agreed to included a measure introduced by Sen. James Exon (D-Neb.) extending the essential air service program for 10 years and a measure sponsored by Sen. Howard Metzenbaum (D-Ohio) regarding aircraft safety, which requires DOT to conduct a rulemaking establishing regulations that all seats on board air carrier aircraft meet improved crashworthiness standards and regulations to require air carrier interior cabins meet improved flammability standards.

Bill now goes to conference to work out differences with House version, H.R.2310, a five-year reauthorization which was approved early last month (BA, Oct. 5/105).

SENATE PASSES FISCAL 1988 DOT FUNDING BILL -- Senate last Thursday passed the fiscal 1988 Department of Transportation appropriations legislation, H.R.2890, which bans smoking on certain commercial airline flights and sets FAA staffing standards for air traffic controllers. Funding levels for FAA adopted by the Senate are identical to those approved by the Appropriations Committee earlier in the month. The bill provides $3.25 billion for FAA operations, of which $851.5 million will come from the Aviation Trust Fund; facilities and equipment, $1.26 billion; Airport Improvement Program, $1.34 billion; and $165 million for research, engineering and development.

The bill contains a provision that would ban smoking on domestic flights of 90 minutes or less for a two-year period. The Senate ban differs from House language that calls for enforcement by airport operators. House provision, strongly opposed by airports, would withhold grants to airports that allow landing of flights of two hours or less on which smoking is permitted. Bill requires FAA to maintain a total air traffic control work force of at least 15,800 and a minimum full-performance controller level of 10,450 by Sept. 30, 1988, close to House-specified levels of 15,900 and 10,350.

CHARTS DETAIL RETAIL BUSINESS JET, TURBOPROP TRANSACTIONS -- Data on retail sales of used business jet and turboprop aircraft will be presented in BA on a regular basis as a result of an agreement with Aviation Data Service, Inc. of Wichita. Beginning with the current issue, BA will carry charts prepared by AvData depicting retail sales transactions involving used aircraft. Charts in this issue, shown on the backs of Page 138-139, reflect sales activity during the month of September and in the same month in previous years. AvData, headed by President John Zimmerman, has been providing aviation statistics to the industry for more than 20 years.

SAFE FLIGHT CLAIMS SUNDSTRAND INFRINGING ON WIND SHEAR PATENT -- Safe Flight Instrument Corp., White Plains, N.Y., said it filed suit against Sundstrand Data Control, Inc., Redmond, Wash. charging Sundstrand with infringing on Safe Flight's patented wind shear detection systems. Safe Flight noted that it had entered into a cross-licensing agreement with the Boeing Company under which Boeing installs Safe Flight's wind shear warning systems on its aircraft. In addition, Safe Flight said Sundstrand has entered into contracts with Boeing under which it manufactures wind shear detection systems that also are incorporated into new Boeing aircraft. Safe Flight said Sundstrand also builds wind shear detection systems for sale to third parties which incorporate the same technology as the systems Sundstrand manufactures for Boeing. "As such, these systems are covered by Safe Flight's patents, and are outside the scope of the license Safe Flight granted to Boeing," Safe Flight said. "On this basis, Safe Flight, after repeated warnings to Sundstrand, has reluctantly brought suit against Sundstrand for infringement of Safe Flight's" patents. Sundstrand had no immediate comment on the matter.

FAA BEGINS REVIEW OF CONTROLLER TRAINING -- Federal Aviation Administration said a "comprehensive review" is being conducted of air traffic controller training similar to a review that is underway of pilot training. Both efforts are part of Administrator Allan McArtor's Impact 88 program. Two contractors over the next six months will visit en route centers and towers, the FAA Academy and the technical facility. The agency in the past has been criticized for the high dropout rate of student controllers. The two contractors are Human Resource Research Organization, Alexandria, Va., and the Nonprofit Educational Foundation, Colorado Springs, Colo.

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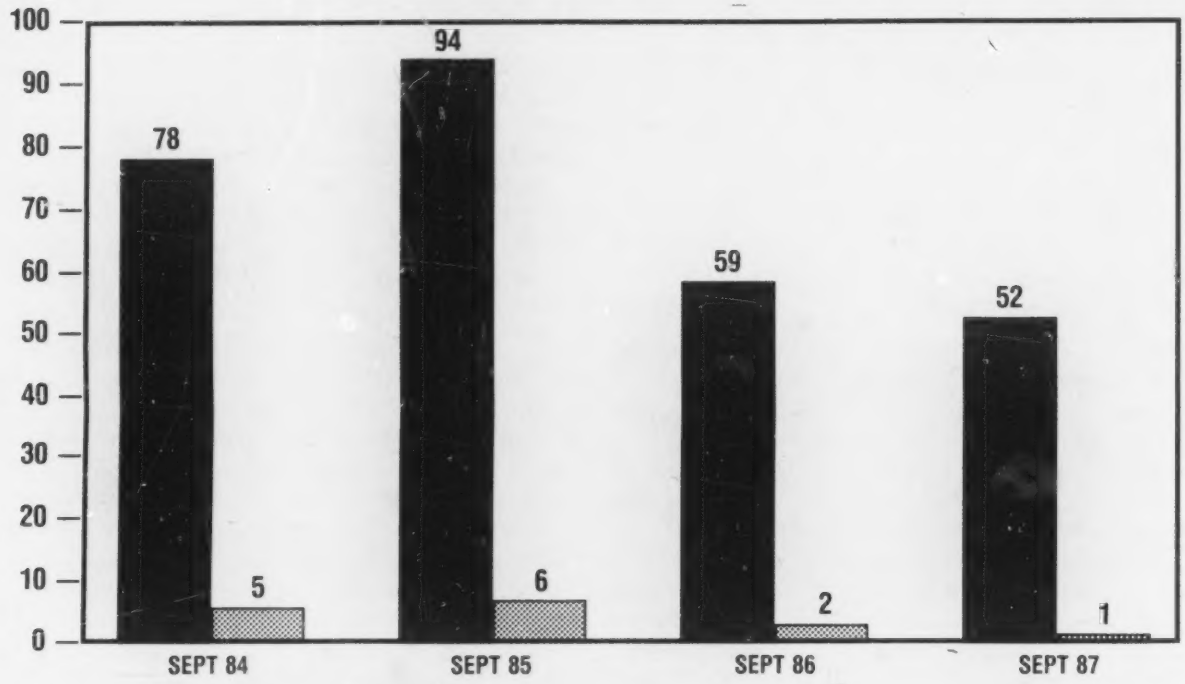
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



MEDIUM

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Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

OCTOBER 1987

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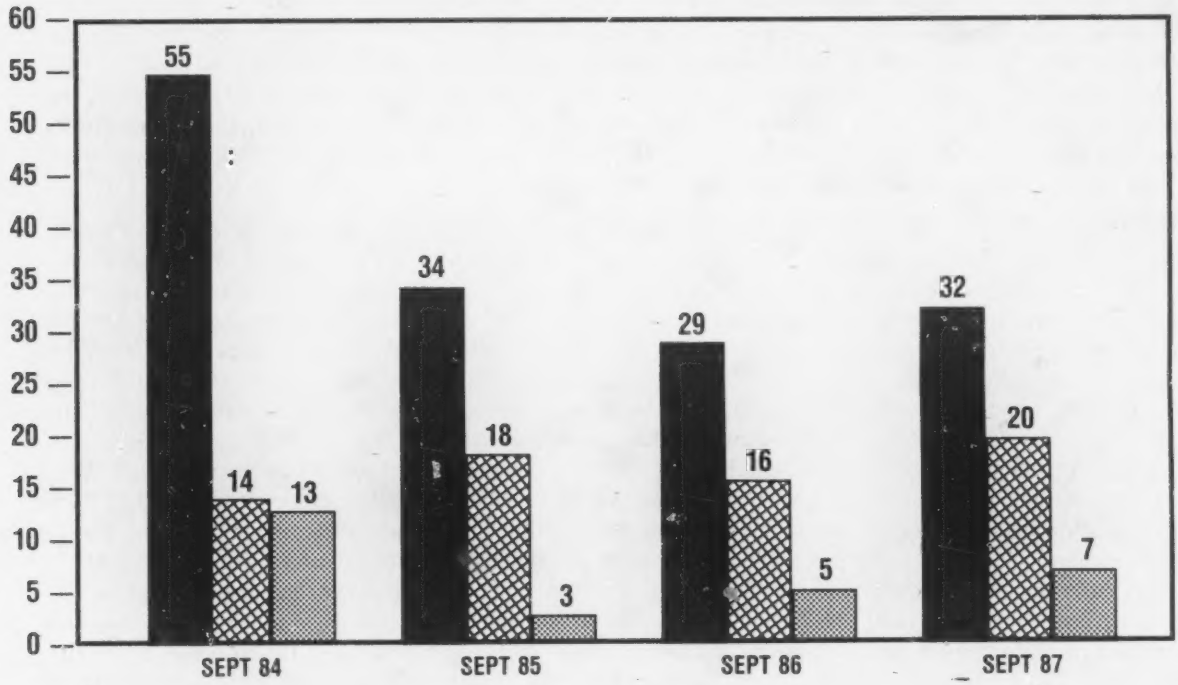

LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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Cov.1, pgs. 148, 148a, 150a,

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11/10/87 C 6240-1

THE WEEKLY OF
BUSINESS AVIATION™
Business Aviation
NOV 9, 1987

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DEPARTMENT OF TRANSPORTATION plans to issue its proposed drug testing regulations for aviation personnel in the near future. Proposal is expected to require that pilots, crew members and ramp personnel submit to the tests. Testing will be required during pre-employment screening, during annual physicals, in the case of reasonable suspicion of drug use and when the employe is involved in an incident. Random testing also will be mandated.

TWO EMPLOYES of Chaparral Aviation, Inc., San Antonio, Tex., who started out to conduct a routine demonstration flight of a King Air 300, found themselves on foot in Mexico last month after the plane was hijacked. The two pilots had flown to McAllen, Tex. on Oct. 26 to meet several men supposedly interested in purchasing the plane, N300PK. After takeoff, the passengers pulled out weapons and ordered the plane flown to Mexico where it landed on an unimproved field. Pilots were ordered off and the hijackers flew away in the aircraft. Late last week Chaparral officials said the aircraft had been recovered by Mexican officials.

PROPOSAL to increase landing fees for general aviation aircraft at Boston's Logan Airport, which was due out last month (BA, Sept. 28/97), has yet to be released. The proposal is expected to include landing, terminal, and peak hour fees, and be approximately four times the current fee of $25. One report said total of the three separate charges could be as high as $130.

FAA NOW PLANNING TWO-YEAR DELAY IN FIRE-BLOCKING REGULATIONS

Federal Aviation Administration is planning to delay for two years the effective date of regulations requiring Part 135 operators to install fire-blocking materials in the passenger seat cushions of their aircraft (BA, Sept. 21/89). The current deadline for installation of the fire-blocking materials is Nov. 26, 1987, but FAA has been under intense pressure from air taxi and corporate aircraft operators to delay the effective date. Approximately six weeks ago agency officials told BA they planned only a one-year extension of the effective date, but said last week they are preparing to issue a two-year extension. They said under a "worst-case" scenario the revised regulation would provide an across-the-board one-year delay with a second year granted to operators able to demonstrate a legitimate need for additional time. FAA officials who now favor the two-year delay warned that the extension must be approved by a number of people within FAA and then reviewed by officials at the Transportation Department and Office of Management and Budget before it can be published in the Federal Register and become official. That could push the publication date very close to the current Nov. 26 deadline.

MCARTOR OPPOSES AIRPORT GA RESTRICTIONS, RAISES USER FEE ISSUE

FAA Administrator Allan McArtor expressed strong opposition last week to airport-imposed restrictions on general aviation and also said he believes the aviation industry would support increases in current user fees if additional money was needed to support FAA programs.

McArtor, in a meeting with reporters last Tuesday, was asked by BA about a proposal by Robert Aaronson, director of aviation for the Port Authority of New York and New Jersey, that would permit

(Continued on the following page)

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FAA WANTS EXISTING AIRCRAFT UPGRADED FOR FIRE SAFETY -- Federal Aviation Administration published a proposal that calls for the cargo and baggage compartments of existing aircraft to be upgraded to more effectively resist the spread of fire. The proposal calls for the Kevlar or Nomex liners in many current aircraft to be replaced with rigid fiberglass or comparable materials on sidewalls and ceilings on aircraft with compartments larger than 200 cubic feet that are inaccessible to crews in flight. There already are new fire safety standards for cargo and baggage areas that apply to future design aircraft.

Agency said that tests at its Technical Center show cloth and flexible fiberglass linings are ineffective in containing cargo compartment fires. It estimates that about half the affected aircraft are already equipped with liners that meet the new standards and that the cost of retrofit will range from $500 for most narrowbody aircraft to $30,000 for one type of widebody aircraft, with a total industry cost of $11 million. It said the proposal, published in the Nov. 5 Federal Register, will affect many existing airline, air taxi and commercial transports, including the 707, DC-8 and aircraft as small as the Saab 340, but not older propeller aircraft. Comment deadline on the proposal, which would give airlines two years to comply, is May 3.

BATCH-AIR PURCHASED BY GREENWICH COMPANY LTD. -- Batch-Air Inc. and Batch-Air Universal Inc., a Miami-based aircraft overhaul and engine service operation, has been purchased for "in excess of $30 million" by Greenwich Co. Ltd., Greenwich, Conn., a privately owned holding and investment firm. Eugene Conese, founder and chairman of the Greenwich firm and former president of Irvin Industries, said no changes were planned in Batch-Air's management or operations. Batch-Air's finances are not made public, but Conese said annual sales were "in excess of $60 million."

Greenwich Co., through common control, owns two other operating companies, Haskon Corp. and EPCO Technologies. Haskon, located in Taunton, Mass., designs and produces inflatable, aerodynamic, firewall and entry seals and structures for airframe manufacturers. "There will be some synergy, since Haskon supplies a lot of items to original equipment manufacturers, and Batch-Air has relations with the same airframe manufacturers," Conese said. Batch-Air, which employs about 650 people, specializes in the overhaul and repair of various Pratt & Whitney, Allison and General Electric engines, as well as maintenance, overhaul and repair for a variety of transport aircraft.

NORTH AMERICAN HOLDINGS UNIT BUYS BUTLER HEADQUARTERS -- North American Investment Realty, a unit of North American Holdings, has purchased the Montvale, N.J. headquarters of Butler International, a wholly-owned subsidiary of North American Ventures, Inc. Purchase price was $10 million. Headquarters include an 81,000-square-foot building and 16.9 acres of land. Proceeds from the sale will be used to pay back previous financing on the building of approximately $6.5 million, to pay capital gains taxes and to reduce NAVI's permanent financing by approximately $3 million, Edward Kopko, chairman and president of NAVI, said. Kopko said when Butler was acquired in January, "it was our intention to use the proceeds from the sale and leaseback of the Montvale facility to assist us in paying back a $20 million bridge loan. Due to favorable cash flow from the Butler operating facilities, we were able to pay off the loan in June." Butler said in September it was "studying ways to maximize shareholder value" and was reviewing "the potential public offering, sale or spinout of the various companies owned" (BA, Sept. 28/98).

AVIATION TRUST FUND BALANCE EXCEEDS $10 BILLION FOR FIRST TIME -- Balance in the Airport and Airway Trust Fund exceeded $10 billion at the end of August, the first time the balance in the fund has reached that level (see Treasury Department chart on back of page.)

Performance of the fund during the month was typical of the way it has operated for years, with substantially more money coming in than is being spent. Treasury collected $280.3 million in user tax revenues for the month of which $247.8 million, or 88.4 percent, came from the eight percent passenger ticket tax levied on commercial airline passengers. Expenditures for the month totaled $177.4 million, which included just over $89 million for airport improvement programs, $38.6 million for facilities and equipment, $5.9 million for research, engineering and development and $43.8 million, or 24.6 percent of total outlays, for FAA operations, which includes FAA salaries.

Approximately $4.4 billion, or slightly less than half of the $10 billion in the Trust Fund is obligated to pay for specific programs that FAA has approved but not yet funded. The remaining $5.6 billion uncommitted balance is available to pay for programs approved in the future.

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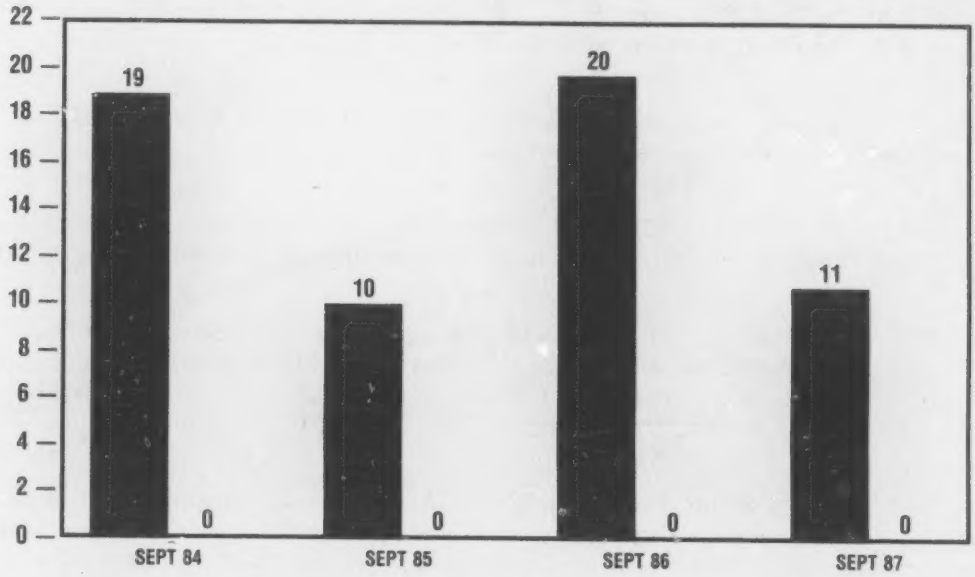
STATUS OF AIRPORT & AIRWAY TRUST FUND

AUGUST 31, 1987

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 9,945,130,689.39	$ 8,625,199,213.60
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	5,985,000.00	67,170,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	218,000.00	2,475,000.00
2. Non-commercial 9 cents tax	1,817,000.00	27,364,000.00
3. Non-commercial 3 cents tax	605,000.00	9,273,000.00
4. Transp by air,seats,berths,etc.	247,811,000.00	2,520,449,000.00
Use of international trav fac	9,545,000.00	84,563,000.00
Transp of property and cargo	14,331,000.00	146,786,000.00
Total Tax Receipts	280,312,000.00	2,858,080,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	170.00	61,990.00
2. Any liquid fuel except gas	30,520.00	3,353,050.00
3. Gasoline -Retailer's tax	0.00	2,902,180.00
4. Gasoline -Manufac. tax	0.00	270.00
Total Reimburse For Tax Refunds	30,690.00	6,317,490.00
Net Tax Receipts	280,281,310.00	2,851,762,510.00
C. Interest on Investments	2,279,602.03	873,027,020.93
Net Receipts	282,560,912.03	3,724,789,530.93
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	43,800,000.00	602,446,990.25
2. Grants-in-aid for airports	89,026,726.66	796,521,581.63
3. Facilities & equipment	38,659,630.40	733,599,504.64
4. Research engineering & development	5,943,249.40	145,391,523.05
B. NOAA weather services	0.00	21,750,000.00
C. Interest on Refund of Taxes	50.00	17,200.00
Total Expenditures	177,429,656.46	2,299,726,799.57
IV. BALANCE - END OF PERIOD	10,050,261,944.96	10,050,261,944.96

ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	276.83	
Operations	-1,625.59	
Grants-in-aid for Airports	-18,795,851.31	
Facilities & Equipment	35,879,054.66	
Research Engineering & Development	3,255,090.37	
NOAA weather services	0.00	
		$ 20,336,944.96
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing June 30, 1988	$ 10,029,925,000.00	
		10,029,925,000.00
Total Assets		10,050,261,944.96
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 10,050,261,944.96
Total Liabilities and Equity		10,050,261,944.96

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



MEDIUM

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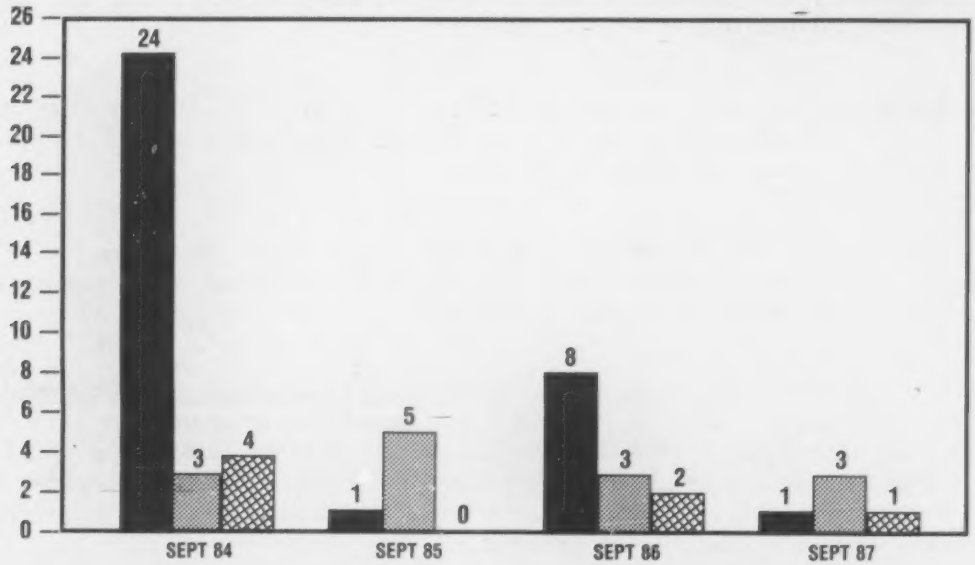

LIGHT	MEDIUM	HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

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Cov. 1, pgs. 163a, 164a,

165a, 166a

11/23/87 C 6240-1

THE WEEKLY OF
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NOV 23, 1987

Vol. 45 No. 21 | INTELLIGENCE | Page 161

MASSACHUSETTS Port Authority's proposals to dramatically increase minimum landing fees at Boston's Logan Airport and institute peak-hour charges will be challenged in court unless substantial changes are made in the final rule. New fee structure will be opposed by a coalition of groups including general and corporate aviation, regional carriers, air taxi operators and possibly even large airlines who also have small aircraft operations.

NEARLY 140 INDIVIDUALS, representing over 100 companies, had contacted the National Air Transportation Association by the end of last week to say they will attend a meeting Dec. 1 in St. Louis to discuss ways to expand the general aviation marketplace (BA, Nov. 16/153). NATA President Larry Burian said anyone concerned about the issue is welcome to attend the session, which is scheduled from 1-5 p.m. at the Airport Marriott Hotel.

AIRCRAFT attempting to fly into Washington National Airport last Tuesday morning were delayed for up to 45 minutes because FAA halted arrivals to avoid interfering with retirement ceremonies for Defense Secretary Caspar Weinberger. Those ceremonies included a series of fly-bys over the Pentagon by a variety of military aircraft, including the B-1 bomber.

IMPACT of EPA's proposed financial responsibility requirements on operators of underground storage tanks was addressed last week by Rep. Richard Ray (D-Ga.) who observed, "The way this legislation is drafted, it's going to clean up the environment by cleaning out small businesses."

$156 PEAK-HOUR MINIMUM GA LANDING FEE PROPOSED AT BOSTON LOGAN

Massachusetts Port Authority (Massport) is considering a proposal to double the current minimum landing fee at Boston's Logan International Airport, establish peak-hour and terminal-use surcharges and give priority to large aircraft operations. Current landing fee minimum at Logan is $25, which would be doubled to $50 under the proposal. In addition, a peak-hour surcharge of $41 would be assessed for aircraft landing between 7-9 a.m. and 4-6 p.m. Finally, all general aviation users would have to pay a $65 terminal use fee, raising minimum cost of flying into Logan during peak hours to $156. Plan also would modify the weight-based landing fee for commercial aircraft from $1.31 per 1,000 pounds to 72 cents, but including the $91 peak-hour minimum in each calculation.

Massport Executive Director David Davis, testifying last week before the Senate Commerce Committee, said Massport also will submit for DOT/FAA review and approval a plan to allow the airport to administer a "priority reservations system" that would determine the optimal number of allowable operations and assign those operations on the basis of the number of seats per aircraft, with priority being given to the largest aircraft. Some reservations would be held aside from the seat allocation mechanism to permit a cash auction of reservations, "preserving the right of any party to gain peak-hour access," said Davis.

Jonathan Howe, president of the National Business Aircraft Association said that "a 'priority reservation system' is a local slot allocation system and that is illegal. It is a violation of federal law and the FAA would not permit it to happen." In regard to the proposed fee structure, Howe said

(Continued on the following page)

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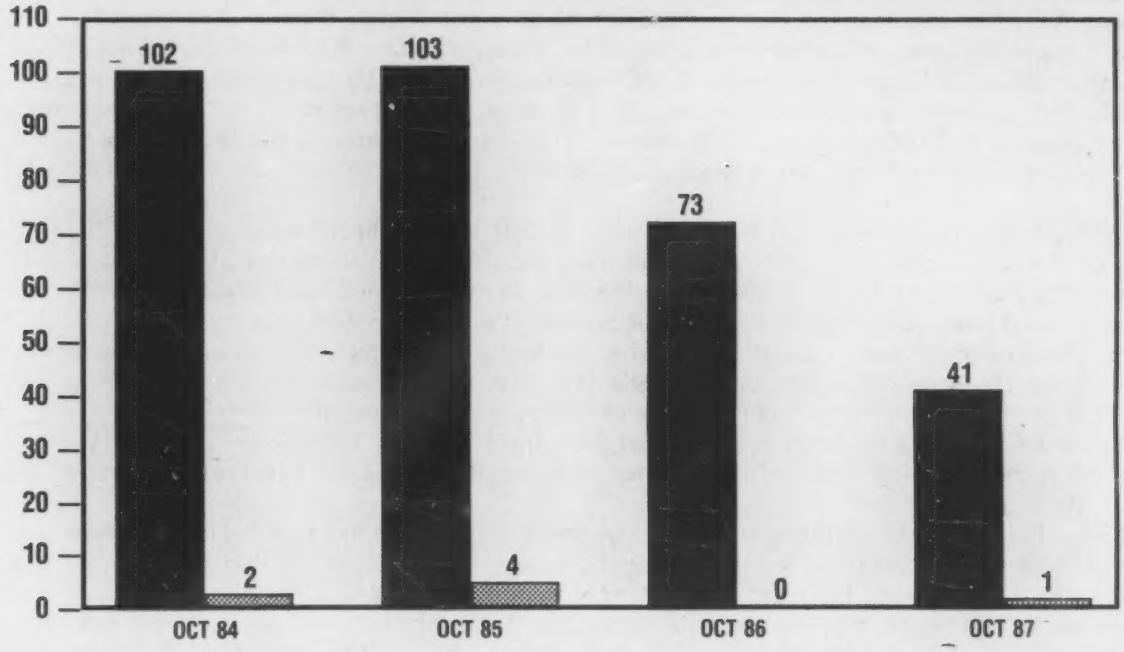

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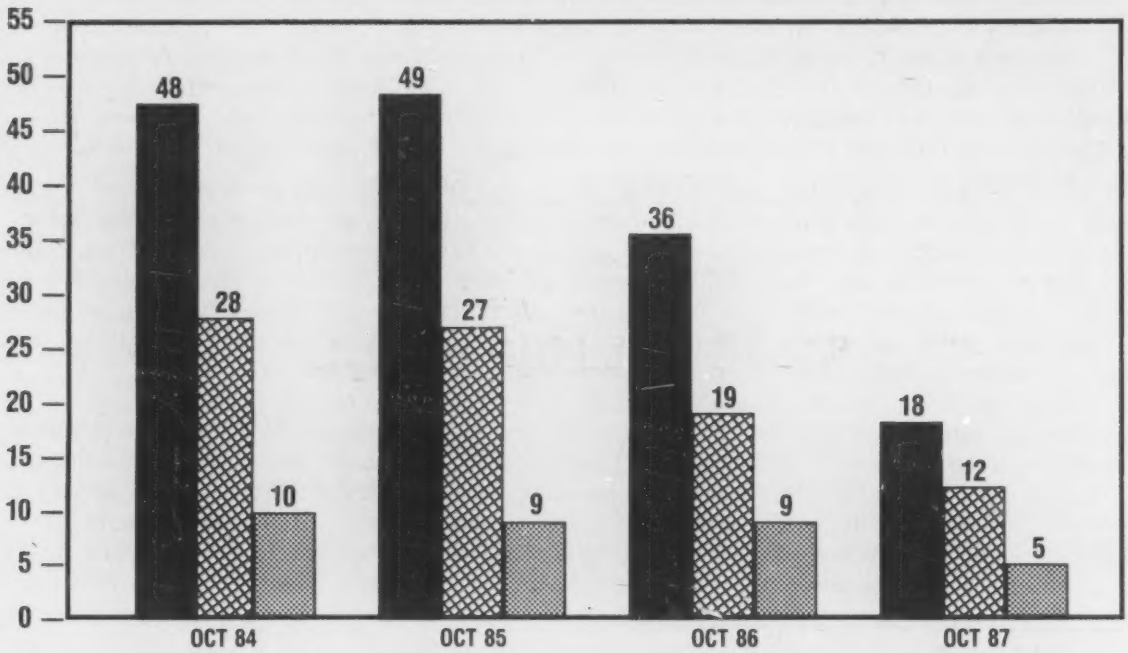
OCTOBER 1987

USED RETAIL JET DELIVERIES - NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

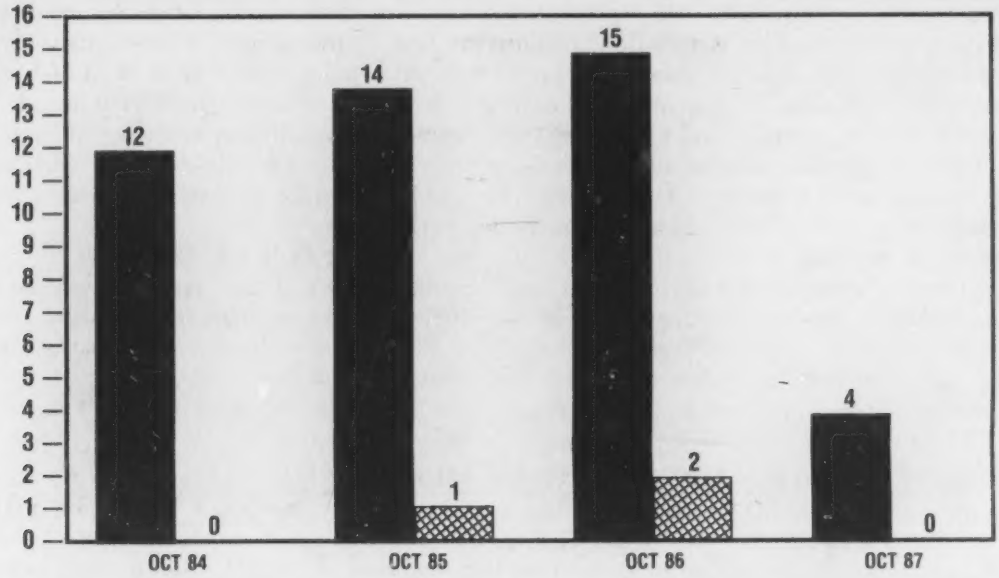
HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

OCTOBER 87

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

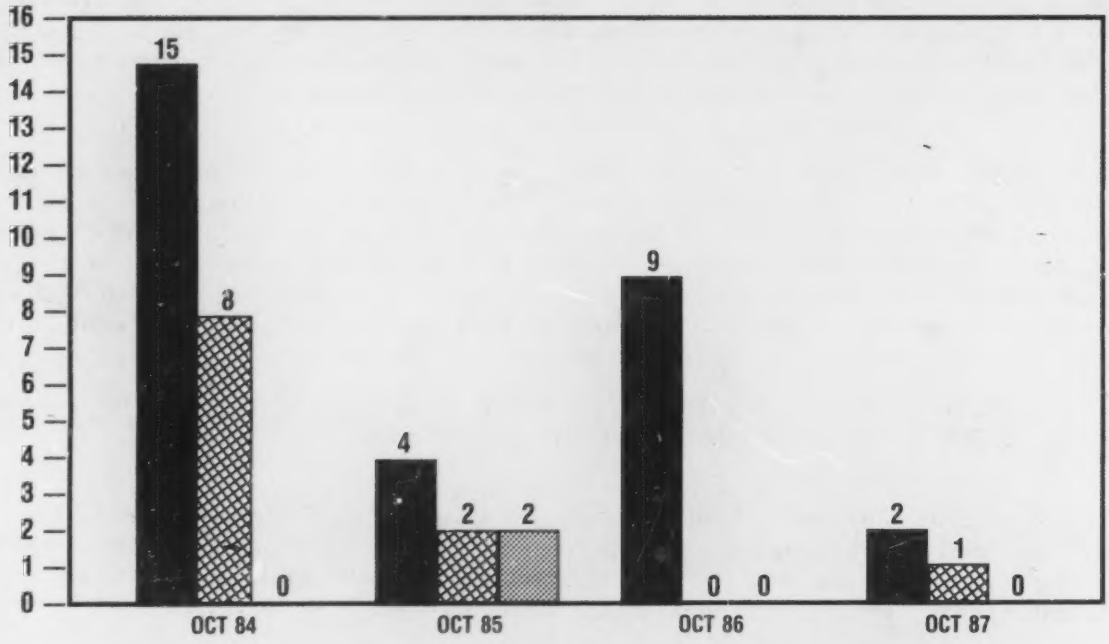
HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

OCTOBER 1987

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



LIGHT	MEDIUM	HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

OCTOBER 87

NOTE

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Cov. 1, pg. 183a

12/9/87 C6240-1

THE WEEKLY OF
BUSINESS AVIATION™

DEC 7 1987

Vol. 45 No. 23 | INTELLIGENCE | Page 177

CRITICS of DOT's micromanagement of FAA affairs while Elizabeth Dole was DOT Secretary got a clear indication last month that nothing has changed since James Burnley replaced her. FAA officials were prepared to grant a one-year extension of the compliance deadline for Part 135 operators in installing fire-blocking seat cushions, but Burnley rejected that idea and permitted only a 90-day extension of the deadline.

PASSAGE of S.473, the general aviation product liability bill, would reduce liability claims by 50 percent in three to five years, according to Robert Martin, general counsel for Beech Aircraft. Martin said it would take approximately 10 years to reduce claims to "where they should realistically be."

IMPLEMENTATION of a new, less restrictive FAA policy regarding foreign repair stations (BA, Nov. 30/170) was in jeopardy last week following House passage of an amendment on a continuing resolution funding bill that would preclude FAA from spending any funds on implementation of the new policy.

PROVISION agreed on last week by House and Senate conferees would require installation and use of Mode C transponders in all aircraft operating into airports with terminal radar coverage within three years of final passage of the airport and airways reauthorization bill (BA, Nov. 2/137). Language would allow FAA to grant exemptions except in TCAs and ARSAs.

SFAR ON FIRE-BLOCKING RULE EXTENDS COMPLIANCE DEADLINE 90 DAYS

Federal Aviation Administration has extended for only 90 days the compliance deadline for Part 135 operators to install fire-blocking materials in the passenger cabin seat cushions of their large aircraft. The deadline for compliance was Nov. 26, 1987, but FAA officials had indicated they planned to grant a one- or two-year extension (BA, Nov. 30/169). Instead, in Special Federal Air Regulation 52, which was signed by FAA Administrator Allan McArtor late on the afternoon of Nov. 25, the deadline was extended only until Feb. 24, 1988 (SFAR 52 is reprinted on the backs of Pages 179-182).

National Air Transportation Association, which had been fighting for a longer delay, was highly critical of FAA for not taking timely action on the matter and granting such a short extension. "On the eve of the long Thanksgiving holiday, and only hours from the Nov. 26 deadline...the FAA apparently yielded to pressure from the Acting Secretary of Transportation and granted only minimal relief...", the association charged. NATA President Larry Burian said "this action represents bureaucratic bumbling at its worst. There was absolutely no analysis of the need for this retrofit to our class of aircraft, even though we requested justification of the requirement. We had asked for a realistic analysis of the requirement and whether any analysis had indicated that the benefit outweighed the cost. We are not now, nor have we ever been opposed to genuine safety measures that can be supported by the evidence. We tried to work in accordance with the system, only to have an unsubstantiated decision thrown in our face."

AVAQ FILES SUIT AGAINST INTEGRATED OVER GATES LEARJET SALE

AVAQ International, Inc., which unsuccessfully tried to purchase Gates Learjet Corp. before the aircraft manufacturer was sold to Integrated Acquisition, Inc., filed suit last week in New York asking

(Continued on the following page)

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Dave Colloqan, Editor • Kathryn Bledsoe, Assistant Editor • Kenneth E. Gazzola, Publisher

Published weekly by the Business Publications Division of Murdoch Magazines, a division of News America Publishing Incorporated
John B. Evans, President • Samuel C. Wolgemuth, Business Manager • Gerard A. Fragetti, Vice President/Finance

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STATUS OF AIRPORT & AIRWAY TRUST FUND

SEPTEMBER 30, 1987

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 10,050,261,944.96	$ 8,625,199,213.60
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,540,000.00	73,710,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	225,000.00	2,700,000.00
2. Non-commercial 9 cents tax	1,856,000.00	29,220,000.00
3. Non-commercial 3 cents tax	553,000.00	9,826,000.00
4. Transp by air,seats,berths,etc.	179,470,000.00	2,699,919,000.00
Use of international trav fac	6,868,000.00	91,431,000.00
Transp of property and cargo	12,596,000.00	159,382,000.00
Total Tax Receipts	208,108,000.00	3,066,188,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	61,990.00
2. Any liquid fuel except gas	0.00	3,353,050.00
3. Gasoline -Retailer's tax	0.00	2,902,180.00
4. Gasoline -Manufac. tax	0.00	270.00
Total Reimburse For Tax Refunds	0.00	6,317,490.00
Net Tax Receipts	208,108,000.00	3,059,870,510.00
C. Interest on Investments	7,344,509.54	880,371,530.47
Net Receipts	215,452,509.54	3,940,242,040.47
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	19,968,000.00	622,414,990.25
2. Grants-in-aid for airports	120,390,554.99	916,912,136.62
3. Facilities & equipment	158,211,732.36	891,811,237.00
4. Research engineering & development	24,967,267.79	170,358,790.84
B. NOAA weather services	7,250,000.00	29,000,000.00
C. Interest on Refund of Taxes	0.00	17,200.00
Total Expenditures	330,787,555.14	2,630,514,354.71
IV. BALANCE - END OF PERIOD	9,934,926,899.36	9,934,926,899.36

ASSETS :		$
Undisbursed Balances:		
Airport & Airway Trust Fund	786.37	
Operations	-1,625.59	
Grants-in-aid for Airports	-8,886,406.30	
Facilities & Equipment	14,341,322.30	
Research Engineering & Development	-7,799,177.42	
NOAA weather services	0.00	
		$ -2,345,100.64
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing June 30, 1988	$ 9,937,272,000.00	
		9,937,272,000.00
Total Assets		9,934,926,899.36
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 9,934,926,899.36
Total Liabilities and Equity		9,934,926,899.36

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NOTE

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Cov. 1, pgs. 186a, 187, 187a,

188a

12/14/87 6240-1

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 45 No. 24 | INTELLIGENCE | Page 185

A TEAM from FAA's New England Region was in Mobile, Ala. last week meeting with officials of Teledyne Continental about problems with the TSIO-520BE engine that led Piper Aircraft to recommend that owners of Piper Malibus ground their aircraft (BA, Dec. 7/180).

FAA'S AMNESTY PROGRAM for pilots who failed to report convictions for drunk driving may fall apart. DOT's Inspector General is reporting some who came forward under the program to the Justice Department for possible criminal action for lying on federal medical certificates.

NATIONAL Air Transportation Association officials, who are still upset about getting only a 90-day extension of the compliance deadline for installation of fire-blocking materials on Part 135 aircraft, have not ruled out the possibility of legal action to force FAA to grant operators more time to comply. NATA officials have met several times with legal advisors but say no final decision has been made.

DE HAVILLAND Aircraft of Canada and its Boeing parent are looking at the small jet market for the new 70-passenger Dash 8-400, betting that major carriers and large regionals will opt for the greater efficiencies and reduced costs of turboprop power. At 330 knots, the 400 Series loses only six to eight mintues on a 500-nautical-mile leg, compared with a jet. "Boeing connection" is expected to play a key marketing role.

MASSPORT SCHEDULES HEARING ON LANDING FEES PROPOSAL

Massachusetts Port Authority will hold a public hearing January 7 on its proposal to raise landing fees at Boston's Logan Airport to a minimum $91. Massport released its landing fee schedule last Friday, and as expected, it includes a $65 terminal fee for general aviation aircraft, a minimum landing fee of $50 from the present $25, and a peak hour surcharge of $41, to be assessed between 7-9 a.m. and 4-6 p.m. (BA, Nov. 23/161). A spokeswoman for Massport said the proposal will more accurately allocate cost of the airport's operation. "In the past smaller aircraft were subsidized by the larger carriers. In effect, there will be no more revenues for the authority, because fees for smaller aircraft are going up, while fees for larger ones are going down." The spokeswoman said the fees will also help reduce congestion at the airport. "According to our studies, the fees will result in a 50 percent decrease in operations and a 40 percent decrease in delays."

FAA TO MEET WITH CARRIERS THIS WEEK ON CLOSURE OF LAX RUNWAY

Federal Aviation Administration has invited the 22 largest scheduled air carriers serving Los Angeles International Airport to a meeting this Tuesday (Dec. 15) to discuss the planned closure of Runway 24L/6R at LAX. The meeting had originaly been scheduled for Dec. 17 in Los Angeles, but an FAA spokesman told BA Friday the meeting will held at the Hyatt Regency Hotel in Crystal City, Va. beginning at 12:30 p.m. If necessary, the meeting will be continued on the following day.

Airport officials plan to close the runway, which was built in 1958 and last overlaid in 1974, to permit its complete reconstruction, a $12 million project that is expected to take four to six months. To help lessen the impact of delays at LAX during the runway reconstruction, American Airlines has petitioned FAA to consider limiting general aviation operations there (BA, Sept. 7/178), a suggestion that has drawn strong opposition from GA interest groups.

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1987 BUSINESS JET ACCIDENTS/INCIDENTS - WORLD

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM*
87-01-14	L-35A	Overshot snow covered runway	HB-VGC	Swiss	Pvt	-	S
01-14	C-21(L-35)	Control lost. Engine out training	USAF	AL	USAF	1	D
01-16	L-25	Collided with other aircraft, taxi	N27MJ	GA	Comm	-	S
02-05	L-55	Flew into mountain, S. Africa	F-GDHR	Africa	Comm	7	D
02-17	L-24B	Left main gear collapsed landing	N100DL	MD	Corp	-	M
02-26	L-35A	Aircraft veered on takeoff	N888DJ	CO	Comm	-	S
03-27	L-24A	Collided with high terrain, approach	N31SK	CO	Comm	3	D
04-25	CE-500	Uncontained engine failure	N82AT	OH	Comm	-	S
05-12	L-35A	Control lost. Engine out training	N100EP	PA	Comm	2	D
05-29	NA265	Complete electrical failure, climb	N3030	IL	Corp	-	M
05-31	CE-501	Crash during landing	D-IAEC	Germany	Corp	2	D
06-14	G-II	Unsafe nose gear, collapsed landing	N43R	CA	Corp	-	M
07-16	1121	Abort T.O., overshot runway	N133MF	MS	Comm	-	S
07-31	L-23	Crash during letdown	N28ST	Mexico	Comm	2	D
09-21	L-36A	Abort T.O., overshot runway	N900MD	FL	Comm	-	M
09-22	CE-500	Eng. malf/failure cruise	N2WB	NH	Corp	-	M

* Damage: D-destroyed; S-substantial; M-minor (Incident).

Source: Information is compiled by Robert E. Breiling Associates, Business Aviation Consultants, who compile and analyze business aircraft accident performance by aircraft type and model.

Information presented is based on NTSB,FAA and other preliminary reports which may change when more information is developed.

ROBERT E. BREILING ASSOCIATES

BREILING REPORTS LIST BUSINESS/CORPORATE AIRCRAFT ACCIDENTS -- Begining with the current issue, BUSINESS AVIATION will periodically present a listing of accidents and incidents involving business jets, turboprops and turbine-powered helicopters (see charts on the backs of Pages 186-188). The accident/incident listings are prepared by Robert E. Breiling Associates, which is headed by Robert E. Breiling, a well-known safety consultant who specializes in information on the corporate/executive market. Breiling, a former Navy pilot and former executive of SimuFlite Training International, has for many years prepared a review of corporate aviation accidents for presentation at the Flight Safety Foundation's annual Corporate Aviation Seminar.

Since forming his own consulting business two years ago, Breiling has developed a series of reports providing comprehensive, specific aircraft accident analysis that are designed for use by corporate aircraft operators, potential aircraft purchasers and others involved in the industry. Those reports include Business Jet Aircraft Accidents, Business Turboprop Aircraft Accidents and Twin Turbine Helicopter Accidents, all of which provide detailed historical information on accidents by aircraft type and model. Breiling also provides regular updates. For information, contact Breiling at: 6020 North Federal Highway, Suite 4, Boca Raton, Fla. 33487; telephone (305) 395-2148.

AIR WISCONSIN OFFICERS TO COUNTER BUYOUT OFFER -- Officers of Air Wisconsin say they will top the $11.50-per-share buy-out offer of Citicorp Venture Ltd. and two former United executives and take the United Express carrier private. The group has retained the investment banking firm of Piper, Jaffray & Hopwood Inc. to advise them on the buyout and to assist in the necessary financing. Bill Geenen, vice president-finance and official spokesman for the officer group, said the proposal would be in the form of a leveraged buyout in that most of the acquisition price would come from loans from a number of sources. The price per share has not been established. "First you come up with the forecasts, than the credit sources and then you establish the price," he said. Jim Jackson, former United director of marketing who would become president and chief executive of Air Wisconsin under the existing buyout offer, said his group will "wait and see" what the officers' offer is before making a further move. Asked if he expected a bidding war to develop, he said, "I hope not. I do not think that would be of benefit to anybody."

AOPA RECOMMENDS FOUR WAYS TO ADDRESS LOS ANGELES TRAFFIC PROBLEMS -- Aircraft Owners and Pilots Association, in a filing at FAA, has suggested action in four areas to relieve access problems resulting from the implementation of a special rule for the Los Angeles terminal control area (TCA) following the near collision earlier this year between a small aircraft and a jet transport. AOPA, in its comments on the special rule and on a notice of proposed rulemaking, said it does not agree with FAA that an emergency situation existed in the Los Angeles basin or that "any such emergency situation justified the actions taken" by Administrator Allan McArtor in imposing the special rule last August (BA, Aug. 24/87).

AOPA said relief can be found with visual flight ruled corridors and transition routes for overflight/transiting aircraft, instrument flight rules arrival and departure paths, including profile descents, improved TCA charting practices that include VFR ground references and through a "major national program of site-specific educational campaigns." It said while these alternatives are not the "panacea to the problems within the national airspace system," serious consideration and evaluation by FAA of the recommendations "will lead to solutions to the continuing problems with system capacity and airspace management plaguing the nation's air transportation system."

TWO COMPANIES ORDER BAe-146 AIRCRAFT -- TNT of Australia has confirmed orders for three more BAe-146 freighter aircraft for delivery in 1988 and 1989, bringing to eight the number of BAe-146 TNT has committed to and marking a "further step in TNT's commitment to take all freighter variants of the 146 for a five-year production run," British Aerospace said. Two aircraft now are flying overnight European service linking Great Britain with Germany and Sweden. A third aircraft, operated for TNT by Mistral Air of Rome, will bring Italy into the network. Two aircraft now undergoing conversion into freighters at Hayes International, Dothan, Ala., will operate in Scandinavia and France.

Manx Airlines, based on the Isle of Man, has concluded a five-year lease with BAe on an 85-seat BAe-146 for use from Ronaldsway Airport to London. Manx is the first of the Airlines of Britain group, which also includes of British Midland, Loganair and Eurocity Express, which has acquired the BAe-146.

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1987 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-07	690A	Crashed during 2nd approach in IMC	N57113	MT	Comm	-	S
01-20	U-21	Mid air with Piper Navajo Chieftain	Army	MO	Mil	3	D
02-20	CE-441	Crash app. Reported avionics problem	N6585S	AZ	Comm	2	D
03-11	BE-200	Gear collapsed landing	N4248Y	TX	Corp	-	M
03-20	PA-31T	Crashed executing instr. approach	N200FD	MA	Comm	-	D
05-19	BE-100	Ground crew walked into prop. arc	N753D	AL	Corp	1	M
06-18	BE-90	Gear collapsed during landing	N2030W	CA	Pvt	-	S
06-19	MU-2F	Crashed in Everglades, cause unknown	N184MA	FL	Comm	1	D
06-21	690	Power loss on final. Lost control	N662DM	NV	Comm	2	D
06-23	BE-200	Stall/hard landing. Fire followed	N859DD	AL	Bus	-	D
06-24	690A	Inflight structural failure	N57169	FL	Comm	2	D
06-24	BE-200C	Hit fuel pump taxi	N617MS	KY	Corp	-	D
07-02	MU-2	Lost control during takeoff	N271MA	MO	Bus	-	S
07-07	PA-31T	Landed with gear retracted	N38WA	CA	Bus	-	S
07-16	MU-2B	Landed hard short of runway	N702H	TN	Bus	-	S
07-17	BE-200	Letdown into mountainous terrain	N1870S	CA	Bus	4	D
08-09	BE-90	Press. sys. fire during climb	N425K	WI	Comm	-	S
09-02	690	Gear would not extend, gr. up ldg.	N9168N	WI	Comm	-	S
09-08	BE-100	Landed gear up	N73KA	IN	Bus	-	S
09-16	840	Elec. fire in cockpit prior landing	N5925	WY	Bus	-	M
09-21	CE-441	Hit tel. wires night VFR approach	N76DA	TX	Bus	-	S
09-30	BE-100	Swerve of rwy. ldg. Hit building	N32RL	OR	Pvt	-	D

Source: Information is compiled by Robert E. Breiling Associates, Business Aviation Consultants, who compile and analyze business aircraft accident performance by aircraft type and model.

ROBERT E. BREILING ASSOCIATES

1988

1987 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-09	AS355F	Aircraft damaged landing	N355DU	NC	EMS	-	S
01-13	A-109	Tail rotor blade failure on lift off	N300CC	MA	Comm	-	S
02-04	S-76A	During mtnce. flt.,crash ILS app.	N767AL	TX	Comm	2	D
03-30	A-109A	Tail rotor shaft failed taxi	N4GH	NE	EMS	-	M
04-15	B-222	Fatigue failure drive hub assmbly.	N1074T	TX	Comm	2	D
04-20	B-222U	Uncontained engine failure	N222HX	MS	EMS	-	S
06-08	BO-105	Crash hortly after lift off	-	MI	EMS	2	D
07-08	MB117A	Hit wires, nite off airport landing	N160BK	CA	EMS	-	M
08-19	AS355F	Tail rtr. malf/failure rig lift off	N359EP	TX	Corp	-	S

Source: Information is compiled by Robert E. Breiling Associates, Business Aviation Consultants, who compile and analyze business aircraft accident performance by aircraft type and model

ROBERT E. BREILING ASSOCIATES

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Cov. 1, pgs. 195, 195a

12/23/87 C6240-1

THE WEEKLY OF
BUSINESS AVIATION™
DEC 21, 1987

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A COALITION of aviation groups is expected to formally ask the Massachusetts Port Authority to delay the date of a public hearing on changes in landing fees at Boston's Logan Airport (BA, Dec. 14/185). The groups say the scheduled Jan. 7 date for the hearing does not provide enough time for comprehensive analysis of the proposed changes, which would dramatically increase fees for operators of smaller aircraft.

AIRCRAFT management companies are worried about the impact on their business of FAA's requirement that fire-blocking materials be installed in the passenger seats of aircraft operated under Part 135. Many owners say they will withdraw from Part 135 aircraft management contracts and operate aircraft with their own pilots under Part 91 rather than comply with the expensive fire-blocking regulation.

DIFFICULTY of building a consensus on trade issues was underscored by last week's hearing on imposing tariffs on Brazilian imports. Even though the General Aviation Manufacturers Association has been one of the most outspoken opponents of Brazil's restrictions on imports of aircraft from the U.S., many GAMA members oppose adoption of tariffs because they fear their individual exports to Brazil would be impacted.

ATTEMPT TO RAID $1 BILLION FROM TRUST FUND IS DEFEATED

An attempt by conferees on transportation appropriations legislation (H.R.2890), who had tentatively agreed to take an extra $1 billion from the Airport and Airway Trust Fund for FAA operations and maintenance expenses, was defeated last week after opponents mounted a strong attack on the proposal. The conferees had recommended Wednesday that $1.789 billion from the Trust Fund be used for FAA O&M expenses in fiscal 1988, about $1 billion more than was called for in House and Senate bills—$786.2 million and $851.5 million, respectively.

Aviation interests were outraged by the attempted Trust Fund raid, as were members of the House and Senate authorizing committees. Sen. Nancy Kassebaum (R-Kan.) ranking member of the Senate aviation subcommittee, warned that the proposed Trust Fund raid had "serious implications" for both aviation programs and "the continuing relationship between those who authorize and those who appropriate aviation funding" in Congress. Sen. Ernest Hollings (D-S.C.), chairman of the Senate Commerce Committee, threatened that if the $1.78 billion contribution from the Trust Fund was not reduced he would offer an amendment to raise funding for Trust Fund-financed capital improvement programs—including the Airport Improvement Program and Facilities and Equipment--to their full authorized levels. As a result of that opposition, the appropriations conferees dropped their original proposal and agreed that the Trust Fund contribution for O&M in fiscal 1988 would be $851.5 million, the amount specified in the Senate bill.

JAN. 4 IS DEADLINE FOR INDUSTRY TO COMMENT ON FIRE-BLOCKING RULE

Jan. 4 is the deadline for submitting comments on Special Federal Air Regulation 52, which gives Part 135 operators only until Feb. 24, 1988 to install fire-blocking materials in the passenger seats of

(Continued on the following page)

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BREILING CHARTS TURBINE HELICOPTER MISHAPS IN FIRST NINE MONTHS -- A brief summary of the circumstances surrounding 40 turbine helicopter accidents and incidents in the first nine months of 1987 are shown in a chart on the back of Page 195. The information was compiled by Robert E. Breiling Associates, a firm headed by aviation safety consultant Robert E. Breiling, based on data collected by the National Transportation Safety Board. BA previously presented information prepared by Breiling on business jet, turboprop and twin-turbine helicopter accidents and incidents (BA, Dec. 14/187). Breiling has developed comprehensive, detailed reports that provide historical information on accidents by aircraft type and model. For more information contact the company at 6020 North Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (305) 395-2148.

TRITON ENERGY ACQUIRES AVIATION PROPERTIES, INC. -- Triton Energy Corp., a Dallas, Tex.-based oil and gas exploration company, has acquired Aviation Properties, Inc., a holding company with a variety of aviation interests including fixed-based operations and wholesale aviation fuel sales. Aviation Properties, which was incorporated in 1966 by three Dallas businessmen, manufactures, sells and leases aviation fueling equipment, provides credit services to over 170 FBOs nationwide, markets aviation fuel on both the wholesale and retail levels and manages aviation real estate in several cities, including as a major leaseholder at Dallas' Love Field.

All Aviation Properties operations will operate collectively under the name Triton Aviation Services, according to Ed Blair, the former president of Million Air who is now vice president marketing for TAS. Triton brand fuel will be marketed through a network of about 35 dealers in Texas, Oklahoma and Louisiana initially, but plans call for large-scale expansion in that part of the country east of the Rockies. The four FBOs that TAS owns at Love Field and Redbird in Dallas, Tulsa International in Oklahoma and at TSTI in Waco, will continue to operate at least temporarily under their existing Servion and Aviation Properties names, but under the Triton sign.

GAZZOLA NAMED GROUP VP OF McGRAW-HILL AEROSPACE/DEFENSE GROUP -- Kenneth Gazzola, publisher of The Weekly of BUSINESS AVIATION and several other publications recently acquired by McGraw-Hill from Murdoch Magazines, has been named group vice president of McGraw-Hill's Aerospace and Defense Market Focus Group and publisher of Aviation Week and Space Technology magazine. Gazzola succeeds Harold M. McGraw III, who was appointed president of McGraw-Hill Publications in October. In addition to BUSINESS AVIATION, McGraw-Hill's newly acquired aerospace and defense publications include: Business and Commercial Aviation (B/CA) magazine; A/C Flyer; World Aviation Directory and Buyer's Guide; Aerospace Daily; Aviation Daily; Airports; Regional Aviation Weekly; and, Aviation/Aerospace Online.

MOST AVIATION INTERESTS OPPOSE TARIFFS ON BRAZILIAN AIRCRAFT -- Aviation interests, with the exception of the General Aviation Manufacturers Association, voiced firm disapproval of the inclusion of aircraft on a United State Trade Representative proposal to increase import duties on an extensive list of goods from Brazil. Those in opposition said they were concerned about "possible retaliation." USTR proposed the tariffs because of Brazilian restrictions "that effectively bans U.S. companies from the Brazilian software market," (BA, Nov. 30/171).

Speaking before a hearing of the USTR, Ed Stimpson, president of the General Aviation Manufacturers Association, said Brazil "continues to restrict its market and to bar entry of most U.S. general aviation aircraft." Stimpson said before USTR removes aircraft from the tariff list, it should "seek commitments that Brazil will honor the concessions made and allow general aviation aircraft to enter the market." He said the U.S. general aviation industry does not want tariffs, but "perhaps their threat will help us reach a satisfactory solution and encourage Brazil to abide by international ground rules."

Bill Edgar, vice president of government relations at Gates Learjet Corp., said U.S. manufacturers "cannot afford to give away their business in retaliation for other unfair trade practices." He said approximately 30 percent of Gates' 1987 production has gone to Brazil, with an equal amount expected in 1988. Alfred Koontz, vice president and chief operating officer at Piper, said the tariffs "would seriously impair" both a longstanding relationship with Embraer and Piper's role as a viable U.S. manufacturer.

Representatives of several regional airlines which use the 30-passenger Brasilia said the move would be "very threatening to the viability of the company" and said the action would not only affect economics but "the communities these airlines serve as well."

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1987 TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-13	A-109	Tail rotor blade failure on lift off	N300CC	MA	Comm	-	S
02-04	S-76A	During mtnce. flt.,crash ILS app.	N767AL	TX	Comm	2	D
02-04	B-206L	Flew into water returning to base	N5012Z	TX	Comm	2	D
02-20	B-206B	Sling load hit object, control lost	N90327	WA	Comm	-	D
02-22	B-206B	Control lost TO from soft terrain	N1082Z	TX	Pvt	-	S
03--	H-500	Mid air with other police helicopter	-	CA	Pol.	5	D
03-17	B-206B	Hit power lines during patrol	N9AR	AK	Comm	1	D
03-19	B-206B	Power loss approach, hard landing	N666TV	TX	Comm	-	S
03-30	A-109A	Tail rotor shaft failed taxi	N4GH	NE	EMS	-	M
04-11	B-206L	Unlicensed pilot attempted flight	N16780	FL	Comm	-	S
04-13	B-206	While hovering to land, hit pole	-	OH	Comm	-	D
04-15	B-222	Fatigue failure drive hub assmbly.	N1074T	TX	Comm	2	D
04-15	B-206B	Hit water while hovering near barge	N370AH	HI	Comm	1	D
04-16	B-206B	Collided with terr.,high elev.ldg.	N76EF	CA	Comm	-	D
04-18	B-206L	Eng. malf. TO, hard landing	N38886	CO	Comm	-	S
04-18	B-206B	Skid hit ground during hover	N9KT	WA	Pvt	-	S
04-20	B-222U	Uncontained engine failure	N222HX	MS	EMS	-	S
04-22	B-206L	Hit pole during hover	N79RR	OH	Comm	-	S
05-04	B-206B	Autorotation demo. Hard landing	N5754A	TX	Mfg	-	S
05-09	B-206B	Control loss, high winds, hard ldg	N3187D	NV	Comm	-	D
05-13	SA-315	Sling cable caught in tail rotor	N47256	OR	Comm	-	D
06-03	B-206B	Damaged landing following power loss	N59624	UT	Comm	-	S
06-05	B-206L	Power loss shortly after lift off	N120RM	NY	Comm	-	D
06-10	B-206L	Power surge/loss during approach	N3177L	FL	Comm	-	S
07-02	B-206L	Collided with wires during hover	N2123X	AZ	Comm	-	S
07-08	MB117A	Hit wires, nite off airport landing	N160BK	CA	EMS	-	M
07-09	B-206L	Tail rtr. shaft not connected for TO	N5734S	LA	Comm	-	S
07-15	FH-1100	Control loss landing	N590FH	VA	Pvt	-	S
07-17	SA-316B	Blown over during long line lift	N4814	MT	Comm	-	S
07-28	AS-350D	Power loss, landed in water	N350AP	MA	Bus	-	S
07-29	B-204B	Eng. fail/malf. during ext.load oper.	N4580Y	WY	Comm	-	S
08-03	B-206B	Eng. malf/fail. TO. Hard landing	N5001Q	NM	Bus	-	S
08-10	B-206L	Hit object during platform lift off	N5000Y	LA	Comm	-	D
08-12	B-206L	Practice auto rotation. Tail failed	N2764F	LA	Comm	-	S
08-12	B-206B	Power loss cruise. Hard landing	N33PW	TX	Comm	-	S
08-19	AS355F	Tail rtr. malf/fail. rig lift off	N359EP	TX	Corp	-	S
08-23	B-206	Hit volcano side, sightseeing flight	N2777R	HI	Comm	-	S
09-13	FH-1100	Flew into terrain during low flight	N5059F	WY	Pvt	-	D
09-16	B-206	Pilot, wreckage located in water	N2206F	LA	Comm	-	S
09-24	B-206	Eng. malf/fail. Hard landing followed	N9913K	FL	Pol.	-	S

ROBERT E. BREILING ASSOCIATES

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Cov. 1, pgs. 2a, 3a, 6a, 7a

1/5/88 C6240-1

THE WEEKLY OF
BUSINESS AVIATION™

JAN 4, 1988

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NATIONAL Drug Policy Board is considering a proposal that would permit U.S. Customs and Coast Guard officials to shoot down aircraft suspected of smuggling drugs. If adopted, the policy would endorse a legislative proposal to give government agents "authority to use appropriate force to compel airborne drug traffickers to comply with instructions to land their aircraft." That authority would include firing of warning shots "and, if necessary, to fire into the aircraft to ensure compliance."

DOT SECRETARY James Burnley has agreed to meet this week with representatives of AOPA and several businessmen from the New England area who are concerned about Massport's proposed increases in landing fees at Boston's Logan International Airport. AOPA said it requested the meeting to determine "where DOT stands" and "what they (DOT officials) intend to do about" the Massport proposal.

BEECH Aircraft failed to meet its self-imposed deadline for FAA certification of the composite-construction, Starship pusher turboprop in 1987 (BA, Nov. 16/153). Asked about the status of the certification program, a Beech spokesman told BA last week, "basically, we're there," but said a limited amount of flight testing—which was delayed because of unfavorable weather in recent weeks—remained, along with final analysis of data. While the company did not commit to a new target date, certification is now expected early in 1988.

MASSPORT SCHEDULES ADDITIONAL HEARING ON USER FEE PROPOSAL

Massachusetts Port Authority said last week it will hold an additional hearing on a proposal to increase user fee charges at Boston's Logan Airport. Notice of the additional hearing, which is scheduled for Feb. 22, followed a request from the National Business Aircraft Association and several other aviation interest groups that the Jan. 7 hearing be delayed (BA, Dec. 28/201).

A spokesman for Massport said the decision to hold another hearing was based partly on NBAA's request, but also on the authority's determination that "one meeting may not be enough to hear all opinions on the subject." Proposal includes radically higher fees for general aviation aircraft at Logan, which could result in total peak hour fees of $156 per landing. Massport has also extended the comment period on the proposal to Feb. 26 and is expected to vote on the plan March 16 for implementation in the spring.

NATA THREATENS SUIT, SAYS FIRE-BLOCKING RULE IS UNCONSTITUTIONAL

National Air Transportation Association charged last week that Special Federal Aviation Regulation No. 52 (SFAR 52) regarding installation of fire-blocking seats in Part 135 aircraft is unconstitutional and said the government's handling of the matter is compelling the association and its members to seek relief in the courts.

In comments filed with FAA in response to SFAR 52 (BA, Dec. 21/187), NATA reiterated earlier arguments that the original fire-blocking rule proposal did not provide adequate notice to Part 135 operators affected by the regulation. Also, NATA said "neither the notice nor the final rulemaking action identified, discussed or evaluated any of the practical, operating, usage or economic factors concerning this category of aircraft." In addition to the inadequacies of the original notice, NATA

(Continued on the following page)

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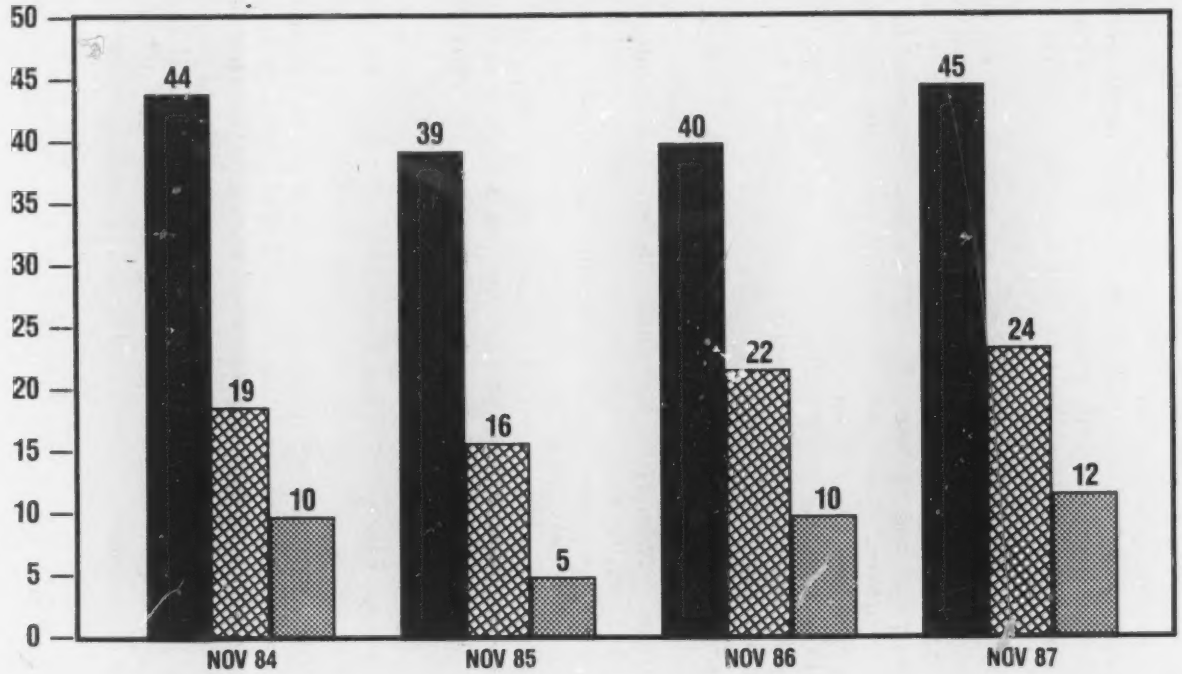
USED RETAIL JET DELIVERIES - NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

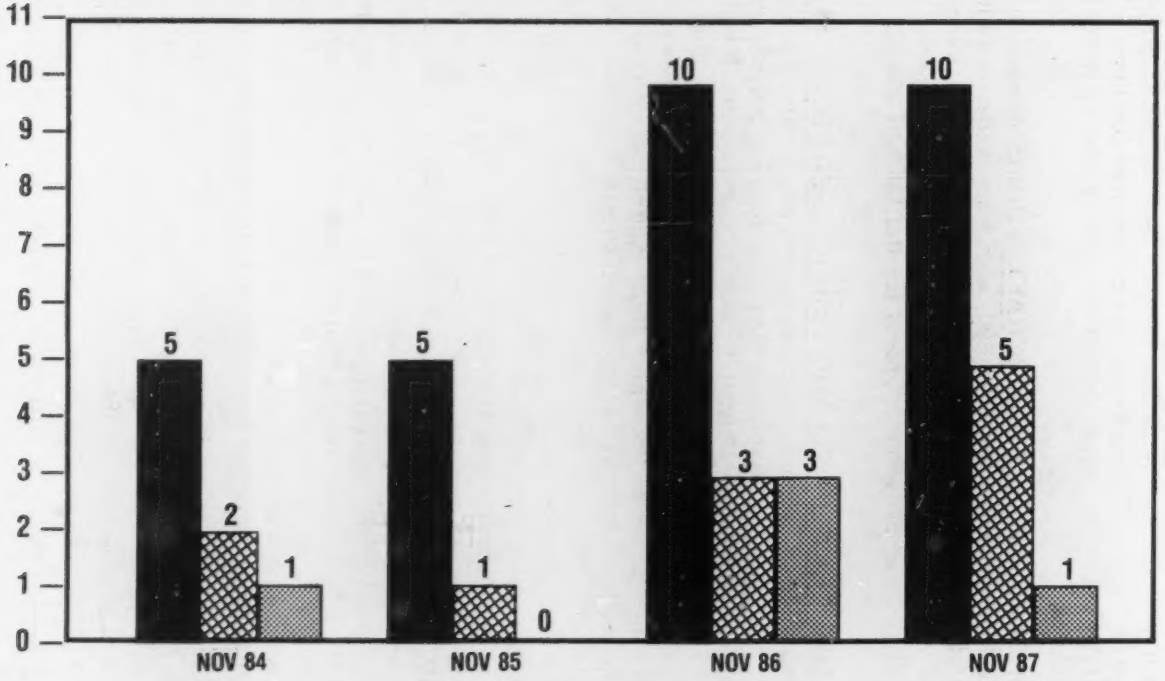
HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 87

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

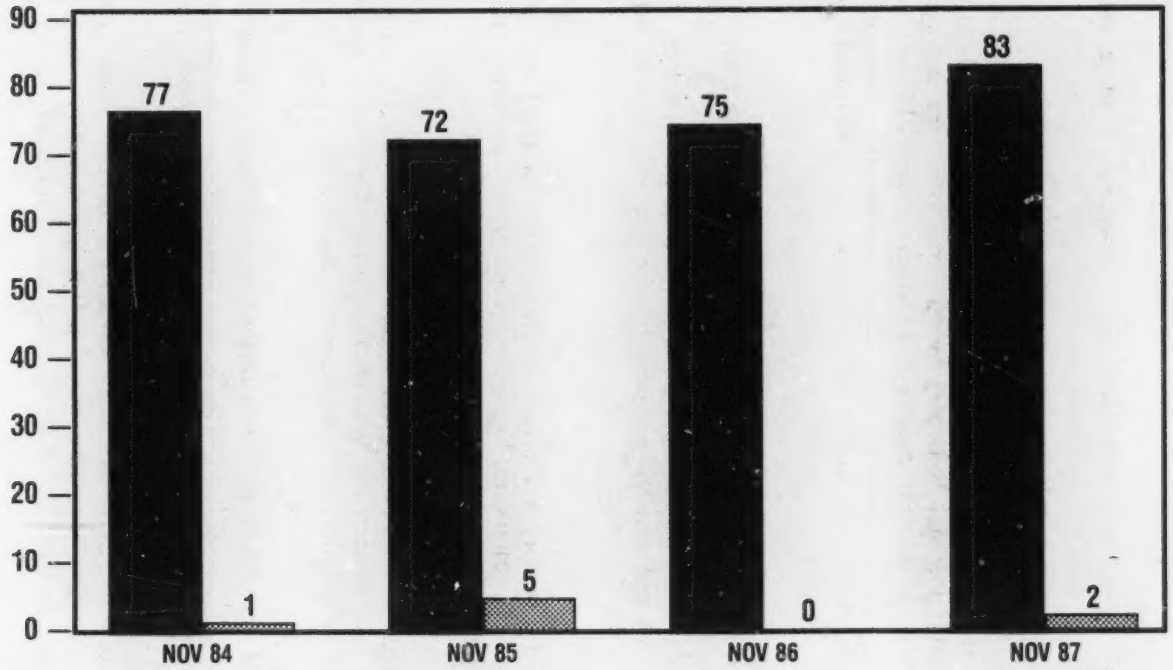
HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 87

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

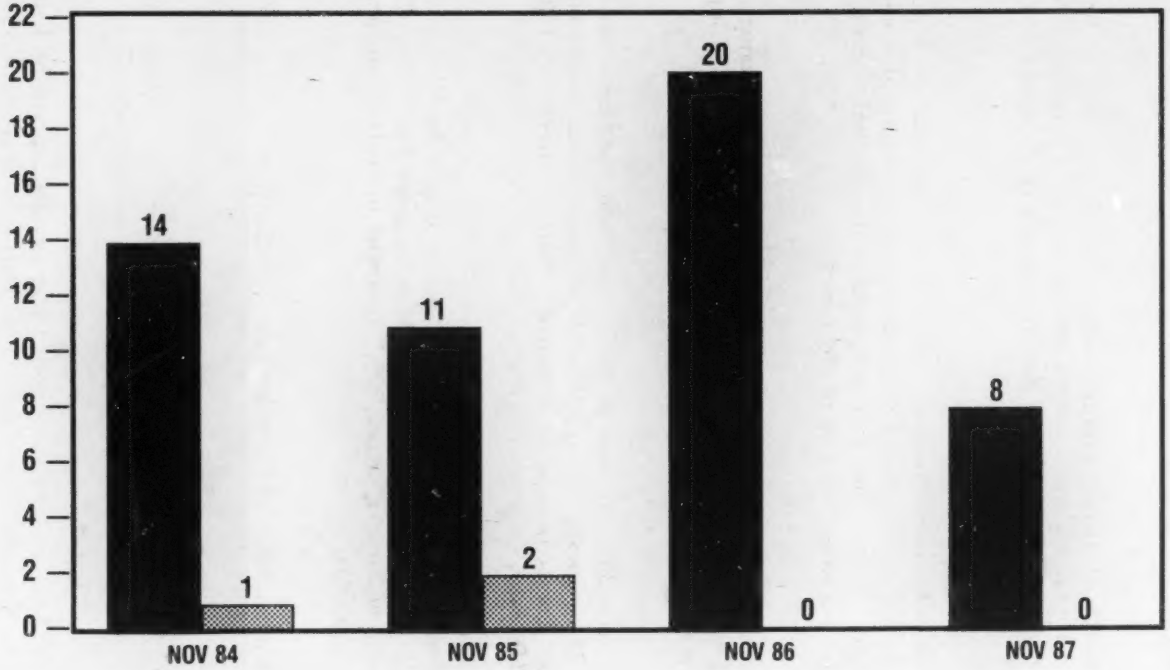
HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 1987

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



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SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 1987

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Cov. 1, pg. 14a

1/12/88 C6240-1

THE WEEKLY OF
BUSINESS AVIATION™

JAN 11, 1988

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FINAL ACCIDENT figures for 1987 are expected to show general aviation recorded its safest year ever. Through November, according to preliminary figures, there had been 2,314 GA accidents, including 393 fatal mishaps, decreases of 5.4 percent and 8.6 percent, respectively, from the same period in 1986. Accidents involving scheduled Part 135 operators, however, were nearly double the number reported in 1986.

TRANSPORTATION Department has not taken any action regarding the Massport proposal for sharply higher general aviation and commuter airline landing fees at Boston Logan, but top DOT officials are watching the situation closely and have met with both Massport officials and opponents of the plan. DOT is said to be concerned about Massport's expedited schedule for implementation of the new fees and recognizes that whatever action Massport takes could be quickly copied by other major airports around the country.

GAMA is expected to announce this week that U.S. general aviation manufacturers delivered just over 1,000 new aircraft valued at about $1.2 billion in 1987, the lowest unit volume since World War II and the lowest dollar volume since 1976.

COMMENTS submitted by NBAA to FAA on the agency's fire-blocking regulation (BA, Dec 21/193) don't leave any room for misinterpretation. NBAA said "FAA mismanaged this whole problem from the beginning" and accuses the agency of "practicing literary sleight-of-hand throughout this entire rulemaking." Regarding the 90-day extension of the compliance deadline contained in SFAR 52, NBAA said "SFAR 52 is totally inadequate for the problem at hand; and, at best, is likened to giving a single breath to a person in need of CPR."

PETROMARK TO BEGIN WRITING UNDERGROUND TANK INSURANCE THIS MONTH

Petroleum Marketers Mutual Insurance Co. (PETROMARK), a customer-owned mutual insurance company, is expected to begin offering insurance this month to operators of underground storage tanks protecting them against the costs of environmental cleanup in case of fuel spills or leaks.

Max Clay, president of The Planning Corp. of Reston, Va., has been instrumental in establishment of PETROMARK. The insurance company, one of the first "risk retention groups" authorized under the federal Risk Retention Act of 1986, is designed to provide coverage necessary to meet the proposed "financial responsibility" requirements of Environmental Protection Agency regulations (BA, April 13/113). The Planning Corp. is one of only two insurers currently providing coverage against environmental damage for underground tank operators and Clay said only about two dozen FBOs currently have such coverage (BA, Nov. 23/162). Planning Corp., which previously said it would not write new policies after June, will transfer its existing customer base into the PETROMARK operation. PETROMARK is being established as a non-profit, customer-owned entity for which The Planning Corp. will provide management services under contract.

PETROMARK will be headquartered in Nashville, Tenn. and will be able to write insurance in all 50 states. Clay told BA last week he expects Tennessee authorities to grant final approval for

(Continued on the following page)

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STATUS OF AIRPORT & AIRWAY TRUST FUND

OCTOBER 31, 1987

		CURRENT MONTH	FISCAL YEAR TO DATE
I.	BALANCE - BEGINNING OF PERIOD	$ 9,934,926,899.36	$ 9,934,926,899.36
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	Any liquid fuel except gas	6,394,000.00	6,394,000.00
	Tires used on aircraft	0.00	0.00
	Tubes used on aircraft	0.00	0.00
	Gasoline		
	1. Commercial 9 cents tax	232,000.00	232,000.00
	2. Non-commercial 9 cents tax	1,944,000.00	1,944,000.00
	3. Non-commercial 3 cents tax	648,000.00	648,000.00
	4. Transp by air,seats,berths,etc.	248,302,000.00	248,302,000.00
	Use of international trav fac	10,299,000.00	10,299,000.00
	Transp of property and cargo	14,939,000.00	14,939,000.00
	Total Tax Receipts	282,758,000.00	282,758,000.00
B.	Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
	1. Civil aircraft	0.00	0.00
	2. Any liquid fuel except gas	0.00	0.00
	3. Gasoline -Retailer's tax	0.00	0.00
	4. Gasoline -Manufac. tax	0.00	0.00
	Total Reimburse For Tax Refunds	0.00	0.00
	Net Tax Receipts	282,758,000.00	282,758,000.00
C.	Interest on Investments	4,159,405.31	4,159,405.31
	Net Receipts	286,917,405.31	286,917,405.31
III.	EXPENDITURES :		
A.	Federal Aviation Administration :		
	1. Operations	0.00	0.00
	2. Grants-in-aid for airports	68,244,182.82	68,244,182.82
	3. Facilities & equipment	54,529,761.70	54,529,761.70
	4. Research engineering & development	6,900,364.10	6,900,364.10
B.	NOAA weather services	0.00	0.00
C.	Interest on Refund of Taxes	0.00	0.00
	Total Expenditures	129,674,308.62	129,674,308.62
IV.	BALANCE - END OF PERIOD	10,092,169,996.05	10,092,169,996.05
	ASSETS :		
	Undisbursed Balances:		$
	Airport & Airway Trust Fund	191.68	
	Operations	-1,625.59	
	Grants-in-aid for Airports	-6,630,589.12	
	Facilities & Equipment	27,691,560.60	
	Research Engineering & Development	5,200,458.48	
	NOAA weather services	0.00	
			$ 26,259,996.05
	Investments :		
	U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
	8-5/8% maturing June 30, 1988	$ 10,065,910,000.00	
			10,065,910,000.00
	Total Assets		10,092,169,996.05
	LIABILITIES:		0.00
	EQUITY:		
	Excess of Assets over Liabilities		$ 10,092,169,996.05
	Total Liabilities and Equity		10,092,169,996.05

14a

NOTE

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21, 21a

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THE WEEKLY OF
BUSINESS AVIATION™

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GATES LEARJET officials say they have orders and deposits in hand for all planned production units of the new Model 31 Learjet in 1988. In formally announcing the new aircraft last fall (BA, Oct. 5/106), the company said it planned to build 24 aircraft this year, including eight Model 31s, with the remainder split between Model 35s and 55s.

NEXT MONDAY, Jan. 25, is the last day on which Part 135 operators can apply for extended time to install fire-blocking materials in their aircraft. If operators do not seek an extension, the fire-blocking materials must be installed by Feb. 24, according to the provisions of SFAR 52 (BA, Dec. 21/193). National Air Transportation Association is continuing its efforts to convince the Transportation Department to grant substantive relief beyond the Feb. 24 deadline and is prepared to file suit in the U.S. Court of Appeals if such relief is not forthcoming.

AIR TAXI operators were involved in 98 accidents last year, the lowest annual total for that segment of the industry and the first time that the number of accidents has been less than 100.

FAIRCHILD Aircraft Corp., which is going into 1988 with an order backlog of approximately 40 aircraft, will boost production for the year to 42-45 units or 3.5 aircraft per month. Fairchild delivered 39 aircraft last year.

GENERAL AVIATION IMPROVES SAFETY RECORD FOR FIFTH STRAIGHT YEAR

General aviation recorded its safest year ever in 1987 and the fifth consecutive year of improved safety statistics, but commuter and regional airlines had more accidents, more fatal accidents and more fatalities than any year since 1980, according to figures released last week by the National Transportation Safety Board (BA, Jan. 11/9).

General aviation reported record lows in all categories of accidents in 1987. There were 2,420 total accidents, of which 426 were fatal accidents that resulted in the deaths of 788 persons. That compares with 2,581 accidents, 469 fatal accidents and 955 fatalities in 1986. In addition, because FAA's estimate of the number of GA flying hours last year was marginally higher than 1986, the lower number of accidents resulted in significantly lower accident rates. There were 8.25 accidents and 1.45 fatal accidents per 100,000 aircraft hours flown last year, compared to 8.80 accidents and 1.60 fatal accidents per 100,000 hours in 1986 (see charts on the backs of Pages 18-20).

Nonscheduled commercial operations under Part 135 (on-demand air taxis) recorded a more modest improvement in safety statistics last year. Air taxi operators were involved in 98 accidents, including 31 fatal accidents that resulted in 68 deaths. That compares with 117 total accidents, including 32 fatal mishaps that claimed 67 lives in 1986. Air taxi accident rate and fatal accident rate were 3.38 and 1.07 per 100,000 aircraft hours last year, which compares with rates of 4.02 and 3.38 in 1986.

Commuter/regional airlines recorded their worst safety record of the 1980s with a total of 35 accidents, 10 of which involved fatalities and resulted in the deaths of 58 persons. In 1986 the Part 135 scheduled operators had 15 total accidents and only two fatal accidents that resulted in four deaths. The fatalities include two persons in a general aviation aircraft who collided with a Sky West Metro last Jan. 15 near Kearns, Utah (BA, Jan. 19, 1987/22).

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ACCIDENTS, FATALITIES, AND RATES–U.S. GENERAL AVIATION
1977-1987

Year	Accidents		Fatalities		Aircraft Hours Flown#	Accident Rates@ Per 100,000 Aircraft Hours	
	Total	Fatal	Total	Aboard		Total	Fatal
1977	4079	661	1276	1265	31,578,000	12.91	2.09
1978	4216	719	1556	1398	34,887,000	12.08	2.06
1979	3818	631	1221	1203	38,641,000	9.88	1.63
1980	3590	618	1239	1230	36,402,000	9.86	1.69
1981	3500	654	1282	1261	36,803,000	9.51	1.78
1982	3233	591	1187	1171	32,095,000	10.06	1.84
1983	3075	555	1064	1057	31,048,000	9.90	1.79
1984	3010	543	1039	1018	31,510,000	9.54	1.72
1985	2741	498	952	941	30,590,000	8.95	1.62
1986	2581	469	955	868	29,318,000	8.80	1.60
1987P	2420	426	788		29,320,000	8.25	1.45

P Preliminary data.

Source of estimate: FAA.

* All operations other than those conducted under 14 CFR 121 or 14 CFR 135.

@ Suicide and sabotage accidents excluded from rates as follows:
Total - 1977 (1), 1978 (2), 1980 (1), 1982 (3), 1983 (1), 1984 (3), 1985 (3)
Fatal - 1977 (1), 1978 (2), 1980 (1), 1984 (2), 1985 (2)

NTSB Chart

ACCIDENTS, FATALITIES, AND RATES--ON-DEMAND AIR TAXIS
1977-1987

Year	Accidents		Fatalities		Aircraft Hours Flown#	Accident Rates Per 100,000 Aircraft Hours	
	Total	Fatal	Total	Aboard		Total	Fatal
1977	158	31	118	115	3,304,220	4.78	0.94
1978	198	54	155	152	3,545,753	5.58	1.52
1979	160	30	77	73	3,684,321	4.34	0.81
1980	171	46	105	101	3,617,724	4.73	1.27
1981	157	40	94	92	2,895,827	5.42	1.38
1982	132	31	72	72	3,256,763	4.05	0.95
1983	140	27	62	57	2,574,883	5.44	1.05
1984	146	23	52	52	3,079,007	4.74	0.75
1985	152	35	76	75	2,782,696	5.46	1.26
1986	117	32	67	63	2,913,358	4.02	1.10
1987P	98	31	68		2,900,000	3.38	1.07

P Preliminary data.

Source of estimate: FAA.

NTSB Chart

ACCIDENTS, FATALITIES, AND RATES–COMMUTER AIR CARRIERS
1977-1987

	Accidents		Fatalities					Accident Rates					
								Per Million Aircraft Miles		Per 100,000 Aircraft Hours		Per 100,000 Departures	
Year	Total	Fatal	Total	Aboard	Aircraft Miles Flown#	Aircraft Hours Flown#	Departures#	Total	Fatal	Total	Fatal	Total	Fatal
1977	44	9	32	32	201,282,211	1,150,250	1,740,502	0.22	0.04	3.83	0.78	2.53	0.52
1978	61	14	48	48	226,186,596	1,302,136	1,995,728	0.27	0.06	4.68	1.08	3.06	0.70
1979	52	15	66	66	192,492,929	1,169,921	1,883,705	0.27	0.08	4.44	1.28	2.76	0.80
1980	38	8	37	37	192,200,134	1,175,588	1,776,999	0.20	0.04	3.23	0.68	2.14	0.45
1981	31	9	34	32	193,000,863	1,240,764	1,835,144	0.16	0.05	2.50	0.73	1.69	0.49
1982	26	5	14	14	222,355,330	1,299,748	2,026,691	0.12	0.02	2.00	0.38	1.28	0.25
1983	18	2	11	10	253,572,010	1,510,908	2,328,430	0.07	0.01	1.19	0.13	0.77	0.09
1984	22	7	48	46	291,459,640	1,745,762	2,676,590	0.08	0.02	1.26	0.40	0.82	0.26
1985	21	7	37	36	300,816,953	1,737,106	2,561,463	0.07	0.02	1.21	0.40	0.82	0.27
1986	15	2	4	4	254,094,305	1,411,017	2,355,412	0.06	0.01	1.06	0.14	0.64	0.08
1987P	35	10	58	55	263,000,000	1,462,000	2,447,000	0.13	0.04	2.39	0.68	1.43	0.41

P Preliminary data.

\# Source of estimate: FAA.

\+ Rates are based on all accidents including some involving operators not reporting traffic data to RSPA.

* Includes accidents involving all-cargo air carriers when those accidents occurred during scheduled 14 CFR 135 operations. All-cargo air carriers no longer meet the RSPA definition for "Commuters". May also include accidents involving carriers whose FAA operating specifications permit scheduled revenue operations under 14 CFR 135, but who have not received a RSPA fitness determination.

NTSB Chart

BUSINESS/PERSONAL AIRCRAFT INDUSTRY — FOURTH QUARTER UNIT SHIPMENTS

		4th Quarter 87	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	*	6
TB-10	Tobago	*	25
TB-20	Trinidad	*	30
TB-21	Trinidad TC	*	3
R235		*	0
TOTAL		*	64
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-C23	Sundowner	0	0
BE-C24R	Sierra	0	0
BE-F33A	Bonanza	31	104
BE-F33C	Bonanza	0	1
BE-A36	Bonanza	14	49
BE-36TC	Bonanza	4	11
• Multi-Engine			
BE-58	Baron	12	25
BE-58P	Baron	0	1
BE-76	Duchess	1	4
BE-C99	Airliner	0	0
BE-C90-1	King Air	10	20
BE-F90-1	King Air	0	1
BE-200	Super King Air	7	30
BE-200C	Super King Air	1	2
BE-300	Super King Air	10	37
BE-200T	Super King Air	0	0
BE-1900C	Commuter	6	15
Beechjet 400		3	14
Diamond IA		0	0
TOTAL		99	314
Manufacturers net billing — $96,610,000			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	14	54
BAe 146		*	15
HS-125	Model A	8	19
HS-125	Model B	5	12
TOTAL		27	100
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	4	4
BN-2T	Islander	3	20
Mark III	Trislander	3	5
TOTAL		10	29
CANADAIR			
• Multi-Engine			
CL-600	Challenger	*	0
CL-601	Challenger	*	13
TOTAL		*	13
CESSNA AIRCRAFT COMPANY			
• Single-Engine			
CE-152		0	0
CE-172	Skyhawk	0	1
CE-172RG	Cutlass	0	0
CE-182	Skylane	0	0
CE-182	Turbo Skylane	0	0
CE-182RG	Skylane RG	0	0
CE-182RG	Turbo Skylane RG	0	0
CE-U206	Stationair 6	0	1
CE-TU206	Turbo Stationair 6	0	1
CE-208	Caravan I	27	77
CE-210	Centurion	0	3
CE-T210	Turbo Centurion	0	0
CE-P210	Pressurized Centurion	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-402		0	0
CE-414	Chancellor	0	0
CE-421	Golden Eagle	0	0
CE-425	Conquest I	0	6
CE-441	Conquest II	1	7
CE-550	Citation I	0	0
CE-550	Citation II	5	14
CE-S550	Citation S/II	6	22
CE-650	Citation III	5	26
REIMS AVIATION			
o Single-Engine			
CE-F152		0	18
CE-F172	Skyhawk	0	0
o Multi-Engine			
CE-406	Caravan II	4	11
TOTAL		48	187
Manufacturers net billing — $88,775,000			
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	2	5
AD-My.20	Falcon	2	2
AD-My.200	Falcon	1	4
AD-My.50	Falcon	2	8
AD-My.900	Falcon	11	30
TOTAL		18	49
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	0	1
DHC-7		0	1
DHC-8		4	28
TOTAL		4	30
EMBRAER			
• Single-Engine			
EMB-210	Ipanema	13	53
EMB-711	Corisco	3	4
EMB-712	Tupi	0	2
EMB-720	Minuano	3	9
• Multi-Engine			
EMB-110	Bandeirante	0	7
EMB-120	Brasilia	9	32
EMB-121	Xingu	0	2
EMB-810D	Seneca II	7	29
EMB-820		1	2
EMB-821	Carajah	1	6
TOTAL		37	146
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		1	1
Metro III		14	38
Expediter		0	0
TOTAL		15	39
Manufacturers net billing — $50,092,000			
GATES LEARJET			
• Multi-Engine			
LR-35A		5	12
LR-36A		0	0
LR-55		1	4
TOTAL		6	16
Manufacturers net billing — $23,121,000			
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-1159A	Gulfstream III	0	4
G-1159C	Gulfstream IV	11	26
TOTAL		11	30
Manufacturers net billing — $161,000,000			
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	*	4
1124A	Westwind 2	*	0
Astra		*	1
TOTAL		*	5
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		7	9
LA-250	Renegade	0	14
TOTAL		7	23
Manufacturers net billing — $1,714,000			

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		4th Quarter 87	Cal. Year
MAULE AIR INC.			
• Single-Engine			
M-5-180C		1	5
M-5-200		0	0
M-5-235C	Lunar Rocket	0	2
M-6-235		1	5
MX-7-180	Super Rocket	4	8
M-7-235	Super Rocket	3	16
MX-7-235		2	18
TOTAL		11	54
Manufacturers net billing – $556,000			
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	8	34
M-20J	205	11	44
M-20K	252	18	65
TOTAL		37	143
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-28-161	Warrior	9	30
PA-28-181	Archer II	3	33
PA-28-236	Dakota	0	12
PA-28RT-201T	Turbo Arrow IV	11	38
PA-32-301	Saratoga	7	29
PA-32R-301	Saratoga SP	0	6
PA-32R-301T	Turbo Saratoga SP	0	2
PA-46-310P	Malibu	11	54
• Multi-Engine			
PA-31-350	Chieftain	0	0
PA-31-500	Cheyenne IA	0	1
PA-31-620	Cheyenne IIXL	1	3
PA-34-220T	Seneca III	8	57
PA-42-720	Cheyenne III	0	0
PA-42-720	Cheyenne IIIA	3	12
PA-42-1000	Cheyenne 400LS	2	5
PA-44-180	Seminole	0	0
PA-44-180T	Turbo Seminole	0	0
PA-T1040		0	0
TOTAL		55	282
Manufacturers net billing – $17,647,000			
SHORT BROTHERS LTD.			
• Multi-Engine			
SBJ-CS-7	Skyvan	*	0
SD-3-30		*	0
SD-3-60		*	15
TOTAL		*	15
SINGLE-ENGINE		191	822
MULTI-ENGINE		194	717
GRAND TOTAL		385	1,539

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	4th Quarter			Calendar Year to Date		
	1987	1986	1985	1987	1986	1985
Aerospatiale	*	38	64	64	105	48
Beech	99	118	65	314	304	288
British Aerospace	27	27	31	100	91	85
Britten-Norman	10	2	10	29	8	17
Canadair	*	8	4	13	17	9
Cessna	48	140	153	187	546	859
Dassault	18	9	9	49	25	23
De Havilland	4	20	10	30	46	41
Embraer	37	39	53	146	110	141
Fairchild	15	13	18	39	37	35
Gates	6	8	16	16	20	33
Gulfstream	11	12	10	30	24	53
Israel	*	7	8	5	16	14
Lake	7	8	5	23	26	23
Maule Air	11	21	24	54	65	88
Mooney	37	44	30	143	142	89
Piper	55	*	137	282	326	498
Short	*	12	11	15	26	21
TOTAL	385	526	658	1,539	1,934	2,365

* Figures not available

NOTE

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THE WEEKLY OF
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FAA officials are working closely with Sperry/Honeywell engineers to determine whether a software design error identified in the SPZ-8000 flight guidance computer used in the Gulfstream IV may show up in SPZ-8000 installations on other business jet models (see related story on Page 26).

TENNESSEE insurance officials have received final filings and are auditing financial data submitted by PETROMARK in connection with the establishment of a risk retention insurance program for operators of underground storage tanks (BA, Jan. 11/9). Final approval by the state is expected within a few days, clearing the way for PETROMARK to begin insuring tank owners, including fixed-base operators.

WHITE HOUSE has put out the word that President Reagan would veto any legislation to separate FAA from the Transportation Department. Despite that threat, Rep. James Oberstar, chairman of the House Public Works oversight subcommittee, said he plans to introduce a bill similar to Sen. Wendell Ford's S.1600 to separate FAA from DOT (BA, Dec. 21/194).

NATA ASKS COURT OF APPEALS TO STAY ENFORCEMENT OF SFAR 52; FAA SAYS IT MAY GRANT INDIVIDUAL EXTENSIONS UNTIL DEC. 1, 1988

National Air Transportation Association Friday asked the U.S. Court of Appeals in Washington, D.C. for a stay prohibiting FAA from enforcing the provisions of Special Federal Air Regulation 52 (SFAR 52), which requires the installation of fire-blocking materials in commercial aircraft. Specifically, NATA is seeking a delay in SFAR 52 as it applies to on-demand air taxi and commercial operators operating under Part 135 of the FARs.

An FAA spokesman told BA late Friday that the agency has received "25 or so" requests for extensions from individual operators. In SFAR 52, FAA stated that "at this time, FAA knows of no circumstances under which it could approve a compliance plan substantially longer than 90 days", i.e. not longer than May 24. Noting that those requests for extensions will be reviewed individually, the FAA spokesman said officials have now decided that operators "who can make a good case" for additional time, may be given until Dec. 1, 1988 to complete installation of the fire-blocking materials. Today (Jan. 25) was the deadline specified in SFAR 52 by which operators had to request an extension; it was not immediately clear Friday if FAA would accept extension request after that date.

The request for a stay, filed Friday afternoon before FAA officials said individual extensions might be granted until Dec. 1, reiterates many of the points NATA had raised earlier in petitions to FAA (BA, Jan. 4/1), including allegations that: FAA violated the notice and comment requirements of the Administrative Procedures Act; neither the original 1983 notice of proposed rulemaking on the fire-blocking requirement, nor the 1984 final rule "identified, discussed or evaluated any of the practical, operating, usage, safety or economic factors concerning this category of Part 135 aircraft"; extension of the 1984 rule to air taxi and commercial operators would be "arbitrary, capricious, discriminatory and an abuse of agency discretion..."; and, the entirety of the agency's action constitute a deprivation of valuable liberty and/or property interests of air taxi and commercial operators, in violation of the 5th and 14th Amendments to the U.S. Constitution.

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Published weekly by the Business Publications Division of Murdoch Magazines, a division of News America Publishing Incorporated.
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1987 GAMA SHIPMENTS

	Units	Billings (Mil)	Percent Change (Units)
Single-Engine Piston	613	$80	-37.8%
Multi-Engine Piston	87	$18	-37.0%
Turboprop	263	$477	+5.2%
Jet	122	$789	0.0%
Total	1,085	$1.364 Billion	-27.4%

GAMA Chart

DYNCORP ACCEPTS PRESIDENT'S OFER; ENDS AGREEMENT WITH CHAIRMAN -- DynCorp President Daniel R. Bannister has apparently won the battle for control of the company between himself and Chairman Jorge E. Carnicero (BA, Jan. 11/13). DynCorp said it terminated a merger agreement with a group led by Carnicero—agreeing to pay the group $5.5 million in topping fees—and entered into a merger agreement with a group led by Bannister. Bannister's group, called DME Holdings Inc., has received financial commitments, the company said. Under the agreement, the group's DME Acquisition Co. will be merged into the company with DynCorp becoming the surviving entity.

GAMA: TOTAL BUSINESS JET SALES IN 1987 WERE HIGHEST SINCE 1973 -- While overall sales of new general aviation aircraft in 1987 were lower than at any time since World War II (BA, Jan. 18/19), the General Aviation Manufacturers Association said retail sales of both new and used business jets last year were at the highest level since 1973. GAMA said retail sales of both new and used business jets last year totaled 760 aircraft, compared to 420 in 1977 and higher than at any time since 1973. Only 122, or 16 percent of total jet sales were new aircraft.

Stimpson said that while "American industry continues to recognize the value of business aircraft...the top industries buying aircraft have changed. Today, the finance, insurance, real estate and service industries are the most frequent buyers of business jets," as sales to those segments of the economy have more than quintupled since 1977 (see charts on the backs of Pages 26-29). Stimpson also noted a sharp rise in the number and value of new aircraft exported last year. Exports accounted for 41 percent of all new units produced by U.S. manufacturers in 1987 and 35 percent of total aircraft billings, a situation that he attributed to favorable foreign exchange rates.

FEDERAL EXPRESS CONVERTS 90 CARAVAN OPTIONS TO ORDERS -- Federal Express Corp., which previously took options on 90 additional Cessna Caravan I aircraft, has converted those options to firm orders, which will increase its Caravan fleet to 199 aircraft when the latest 90 are delivered. Federal Express, which put its first single-engine Caravan in service in March of 1985, has taken delivery of 98 of the aircraft. Deliveries of the latest order will begin in May at a rate of four aircraft per month and the last plane is scheduled to enter service in August of 1990. Federal Express originally ordered 30 of the Cargomaster version of the aircraft and later ordered nine more Cargomasters and 70 of the larger Super Cargomaster version. The latest 90-aircraft contract is for Super Cargomasters, which incorporate a four-foot fuselage stretch in addition to the cargo pod on the bottom of the fuselage.

BRITISH AEROSPACE, INC. ANNOUNCES EXECUTIVE APPOINTMENTS -- British Aerospace, Inc. has made several senior executive appointments in conjunction with a planned expansion of the company's sales force in North America. Previously having direct sales and contracting responsibility for the Jetstream 31 and BAe 800 programs only, BAe, Inc. will now have responsibility for the BAe 146 and Advanced Turboprop programs as well. Included in the promotions are Alan Hughes to senior vice president-marketing; Anthony Ennis to vice president-airline sales; Stephen O'Sullivan to vice president-commercial contracts; and Linda Neely to vice president-human resources.

CANADIAN FIRM PRODUCES NEW DE-ICER FOR REGIONAL CARRIERS -- Mid-Canada Equipment Sales, Winnipeg, has developed a new de-icer for the regional airline marketplace that it says costs less than one-third the price of larger units currently on the market. Unit called the "Old Faithful De-Icer," was developed to meet the requirements of Air Ontario and is self-propelled, can be operated by a single person and is capable of servicing aircraft up to 30 feet high with a T-tail configuration, such as the de Havilland Dash 8. Firm specializes in rebuilding de-icers for major carriers, although none existed that would meet the Air Ontario specifications, according to General Manager Doug Eryou. In addition, the larger truck-mounted units available can be dangerous when operated around smaller aircraft. Eryou said he expects to be able to deliver the unit to U.S. customers for about $25,000. Four of the units will be delivered to Air Ontario.

AAR RELOCATES TO ACCOMMODATE GROWTH -- AAR Technical Service Center Corp. has relocated and expanded its West Coast repair station from Hawthorne, Calif. to a facility in Torrance, approximately 15 miles south of Los Angeles International Airport. Facility will expand its hydraulic capability to include accessory overhaul for regional commuter airlines, and a specialized range of pneumatic fuel and electrical accessories for the JT8D engine.

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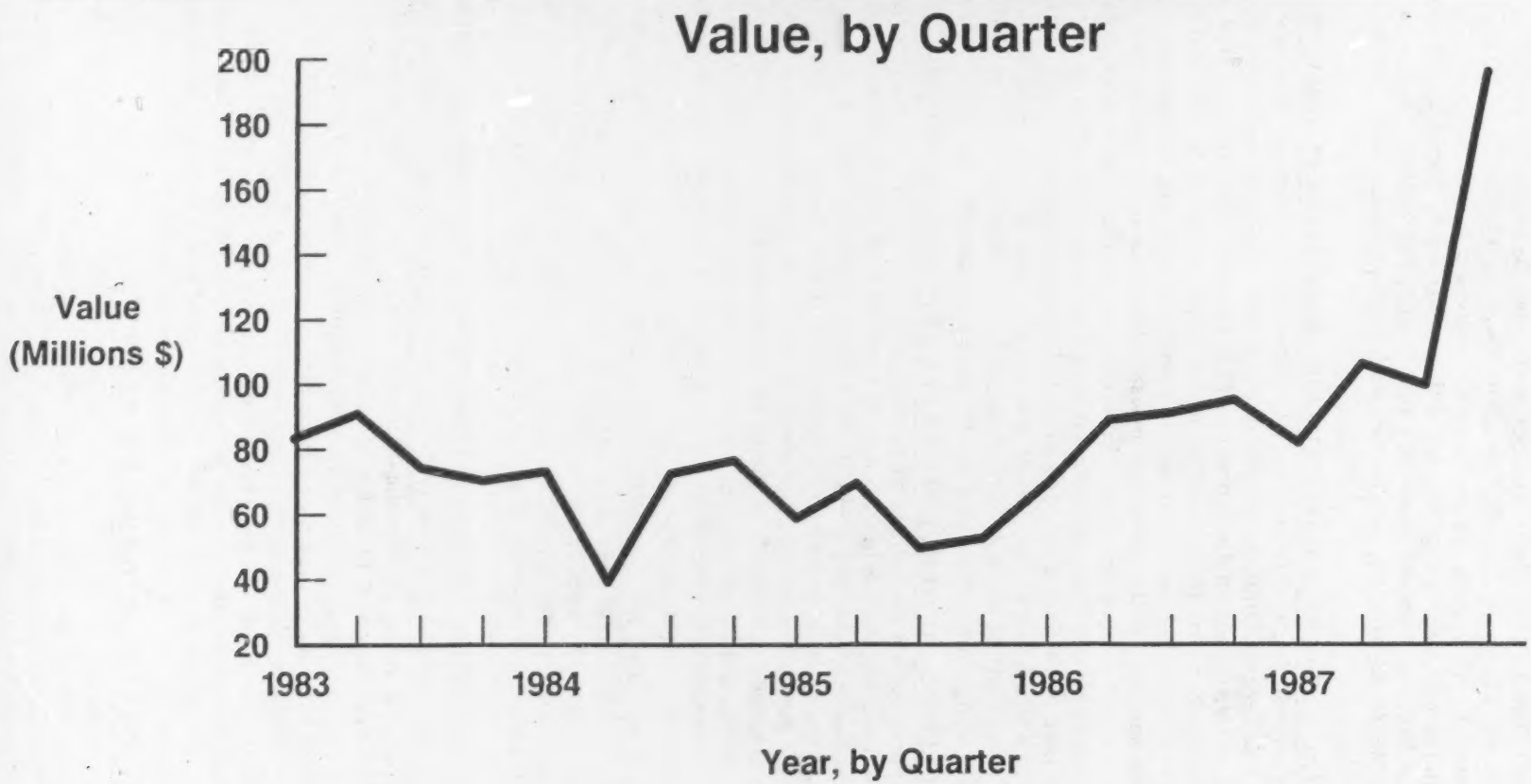
EXPORTS OF GENERAL AVIATION AIRCRAFT



GAMA Chart

PERCENT OF GAMA PRODUCTION EXPORTED

	Units	Dollars
1983	19%	21%
1984	14%	16%
1985	17%	16%
1986	29%	27%
1987	41%	35%

GAMA Chart

28a

WHO BUYS BUSINESS JETS?
TOP FIVE INDUSTRIES, NEW AND USED BUYERS (U.S. ONLY)

1977 (Units)

1. Aviation (78)
2. Oil (63)
3. Services (36)
4. Finance, Insurance, Real Estate (28)
5. Machinery (25)

Total Sales = 420 Aircraft

Percent New = 50%

1987 (Units)

1. Finance, Insurance, Real Estate (160)
2. Aviation (131)
3. Services (86)
4. Retail (48)
5. Wholesale (33)

Total Sales = 760 Aircraft

Percent New = 10%

GAMA Chart